RAILROAD

DECEMBER, 1961

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103 Years of Reading-Built Locomotives

by BERT PENNYPACKER

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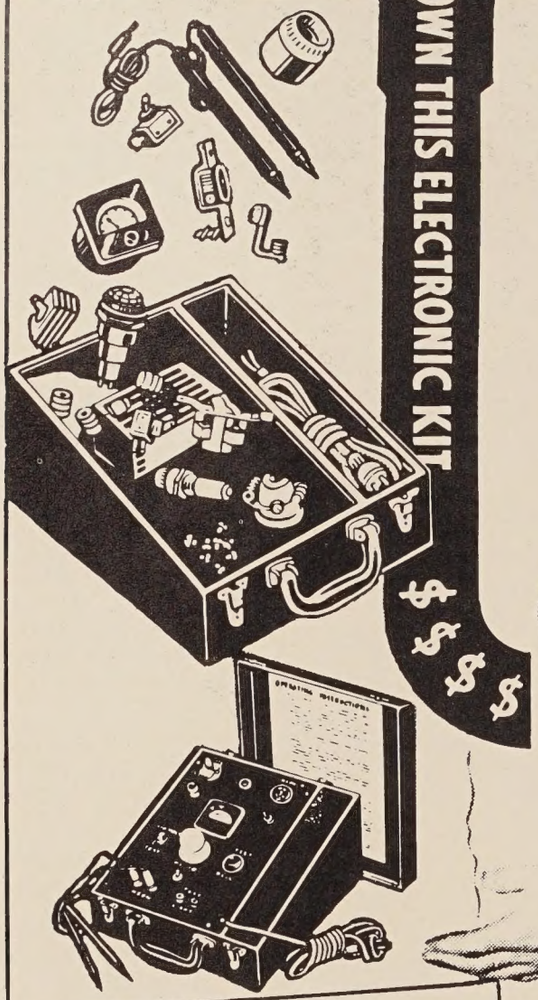

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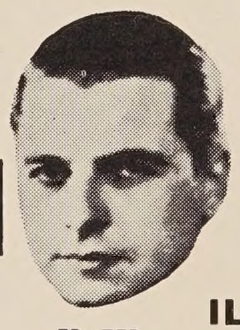

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Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about a person's ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What do you mean by a "command of English"?*

Answer A command of English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation – also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But isn't it necessary for a person to go to school in order to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How may a person find out more about the Career Institute Method?*

Answer I will gladly mail a free 32-page booklet to anyone who is interested.

MAIL COUPON FOR FREE BOOKLET

If you would like a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send the coupon or a post card today. The booklet will be mailed to you promptly.*

DON BOLANDER, Career Institute, Dept. E-1011, 30 East Adams, Chicago 3, Ill.

Please mail me a free copy of your 32-page booklet.

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RAILROAD MAGAZINE

THE MAGAZINE OF ADVENTUROUS RAILROADING—FOUNDED 1906

VOL. 73, NO. 1 DECEMBER, 1961 50 CENTS

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Editor

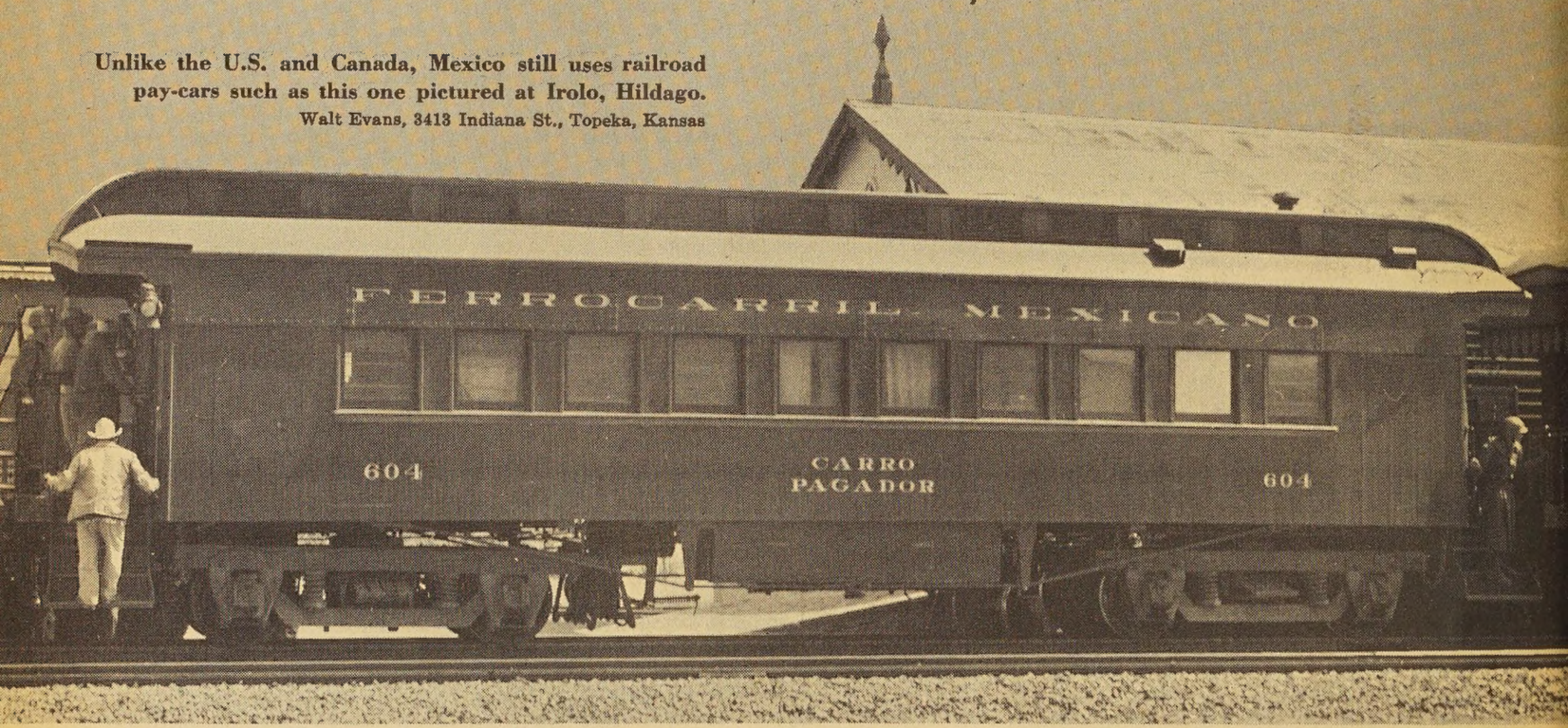
SY REICH
Technical Editor

BERNARD WHITE
Art Director

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

Unlike the U.S. and Canada, Mexico still uses railroad pay-cars such as this one pictured at Irolo, Hildago.
Walt Evans, 3413 Indiana St., Topeka, Kansas



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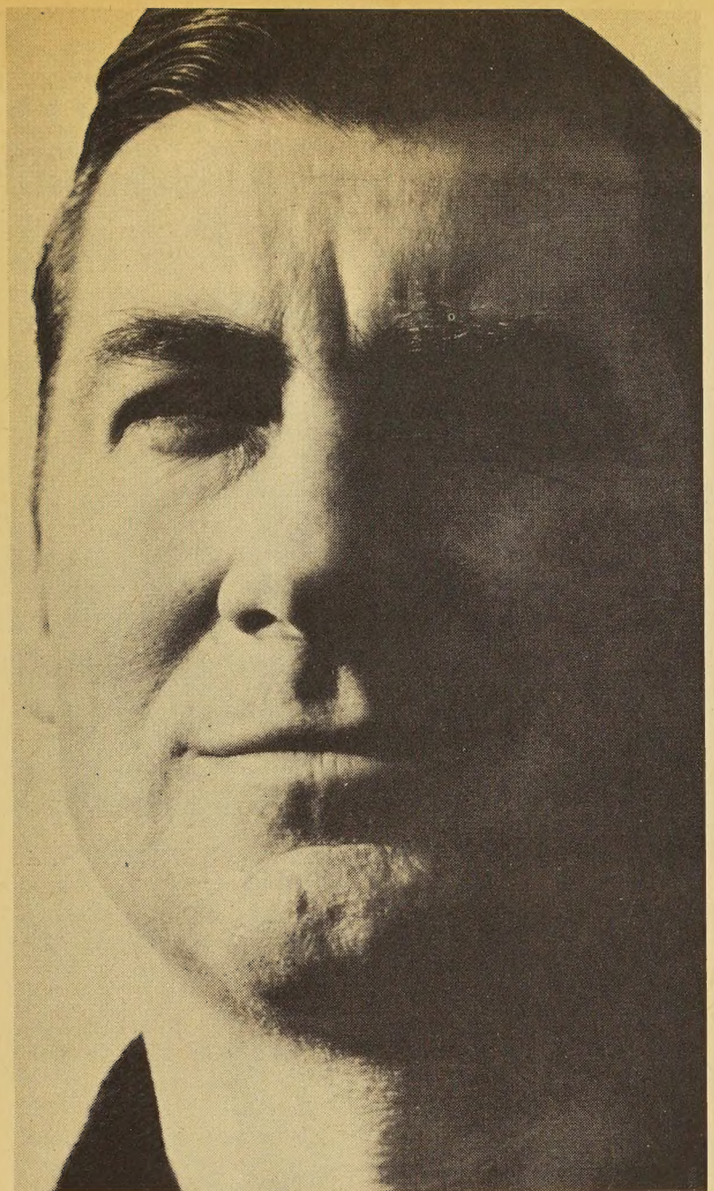

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Railroaders and Fans Sit in With the Editorial Crew

BERT PENNYPACKER, lead feature author, became interested in the Reading about 20 years ago through watching Reading trains powered by Camelbacks stop at his old home town, Coatesville, Pa., on the Wilmington & Northern branch.

Bert Pennypacker

"At that time," he recalls, "the W&N was offering dollar excursions for the 80-mile round trip to Reading, Pa. I often took that trip, even working two Christmas seasons in the RPO car. The line's passenger service ended in April, 1949. On the last day, a passenger brakeman tore the gleaming brass buttons off his coat and gave them to me as souvenirs. Said he'd never wear the uniform again."

Later, for years, Bert had a part-time job loading mail and express on Pennsy mainline trains. He lives at 4307 Palmetto St., Philadelphia, Pa. His collection of more than 12,000 negatives of steam engines includes those from 22 rolls of film he shot at the Pennsy's Altoona plant one day in 1949.

Our front-cover picture was made by David Plowden, 1239 Madison Ave., New York City. (Dave had an 8-page spread in Sept. *Trains magazine.*) ●

TRACKLAYING has been started on the hoped-for restoration of the Virginia & Truckee. Some 240 feet of steel were laid at Virginia City, Nev., on Aug. 19. Expecting donations from railfans and various organizations, the Nevada Heritage Asso., a non-profit group headed by Dr. Linden Rushmer, a Reno dentist, aims to revive a 21-mile stretch of the old line between V.C. and Carson City.

The V&T was founded 1869, abandoned 1950. It hauled gold and silver from the Comstock Lode. Lucius Beebe told its colorful story in our Jan. '55 issue: "Nevada's Golden Railroad." Checks for the V&T project should be mailed to Dr. Rushmer at Reno. ●

A MODERN version of the Gold Rush of 1849 took place the other day when bargain-hungry shoppers stormed Hess's department store at Al-

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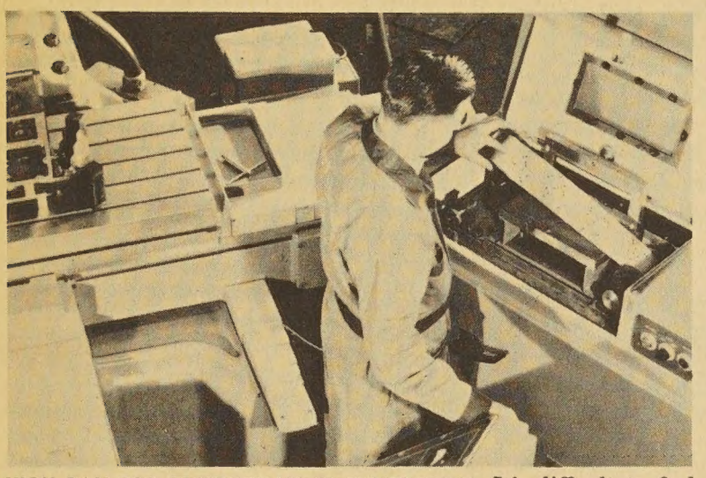
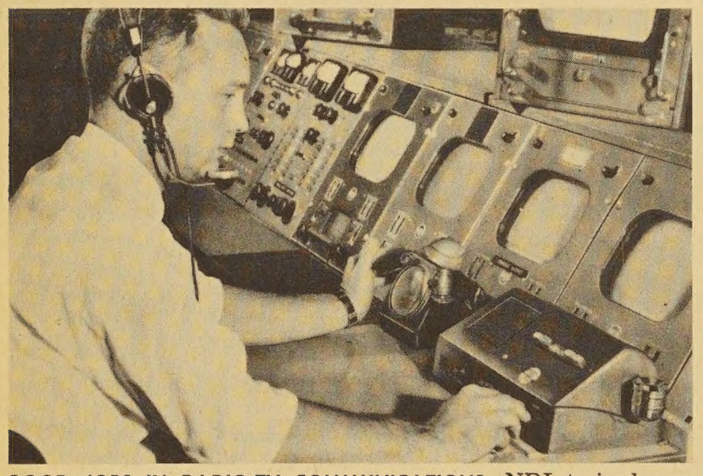


HIGH PAY FOR TECHNICIANS IN ELECTRONICS. It's difficult to find an industry that does not rely on Electronics today. Many NRI graduates fill key jobs working with missiles, computers, radar, tracking devices, telemetry, microwave. They serve as inspectors, maintenance men, wiring experts, testers, lab technicians, field men, etc. Pay is above average, advancement rapid.



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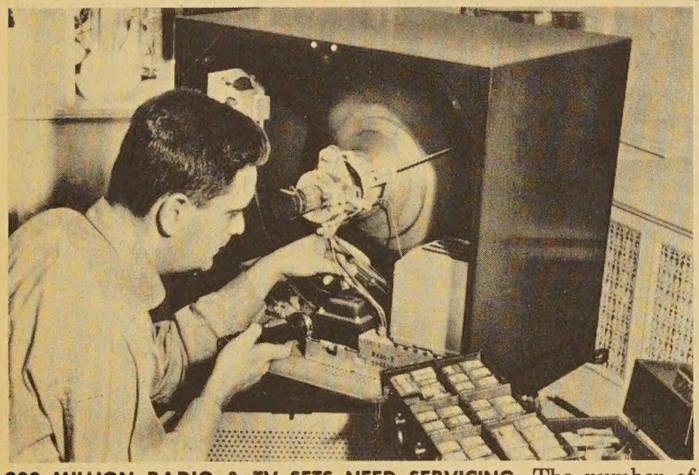

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"For the first time in my life I now enjoy going to work. NRI training gave me the biggest boost in my life. I am working on the Hawk Missile System." E. DUANE BITNER, Northfield, N.J.

"When I graduated I was working in a textile factory trying to make ends meet. Now I own one of the most modern Television Radio service shops in this section." A. C. TAYLOR, Glasgow, Ky.

"After graduating I was a shipboard radio operator. At present I am chief engineer of Station WARA. The NRI Course was a wonderful foundation." R. D. ARNOLD, Attleboro, Mass.

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lentown, Pa., for 7200 heavily silverplated items, many brand new, which the store offered to the public at prices ranging from five cents for spoons, forks, and butter-spreaders to $50 for four-quart water pitchers 13 inches tall. These items, all from Lehigh Valley dining-cars, became surplus when the road abandoned its passenger service. Over the years, a host of celebrities, including U.S. presidents and foreign rulers, had used that fine silverplate while riding LV trains. Some pieces were made by world-famous silversmiths. Thousands of men and women waited impatiently for hours in the rain before the doors opened for the sale. It was the biggest crowd in the store's 64-year history. ●

PERSONALITIES. If all railroad ticket-sellers were as good-looking and as friendly as Miss Judy Anderson, 1367 Challen Ave., Jacksonville 5 Fla., a lot more people would travel by rail. This tall, tanned girl is a ticket agent for Jacksonville Terminal Co. Her father worked in station service for half a dozen railroads before retiring in 1959. Judy's most exciting experience was to help capture some Cuban criminals whom she recognized from an FBI bulletin, flirting with them while she contacted special agents.

Judy Anderson

Two commuters, Karl Gustafson and Mary McIntosh, bound for New York City, met for the first time last February on the same seat of a Long Island train. The acquaintance ripened into love. "After riding the train together, morning and evening, for about three weeks," says Mary, "we began making dates for additional meeting places and on Aug. 20 we were married at the Hicksville, N.Y., Methodist Church."

Sharon Gustafson

Sharon Gustafson (no kin to Karl), daughter of a Milwaukee Road yardmaster, is proud of three things: (1) her father gave her a ride in a locomotive cab, (2) she won top scholarship honors when graduating from high school last June, and (3) she received a coveted Homemaking Award. Sharon lives at 2215 E. Yellowstone Ave., Portage, Wis. "One of Dad's biggest problems," she tells us, "is the fact that the Portage yards were laid out for much shorter trains than those operated today. It is difficult to adapt 1961 trains to yard tracks built in 1900."

One of the pallbearers at Casey Jones's funeral in 1900 was Colie Chandler, now in his 90's, still living at Jackson, Tenn. He worked in Illinois Central engine service for 63 years.

Sam Harrington, a New York Central signal tower man, has just completed his new Indian Falls Railroad, half a mile of 14-inch gage shaped like a figure 8, with two trestles, near Akron, N.Y., just off Route 77, and is now operating it as a steam-powered tourist attraction, reports Bill Kessel, Hamburg, N.Y. The line runs every Sunday afternoon and evening until the end of October and will reopen next May.

Seven girls were orphaned when their father, George R. Schaefer, a Reading car foreman inspector, was killed by an automobile accident and his wife died later. Fellow employees are raising money to support the girls, the oldest of whom is nine. Outsiders may send checks, no matter how small, payable to "Schaefer Children Fund," c/o Reading Company, Reading Terminal, Room 456, Philadelphia, Pa.

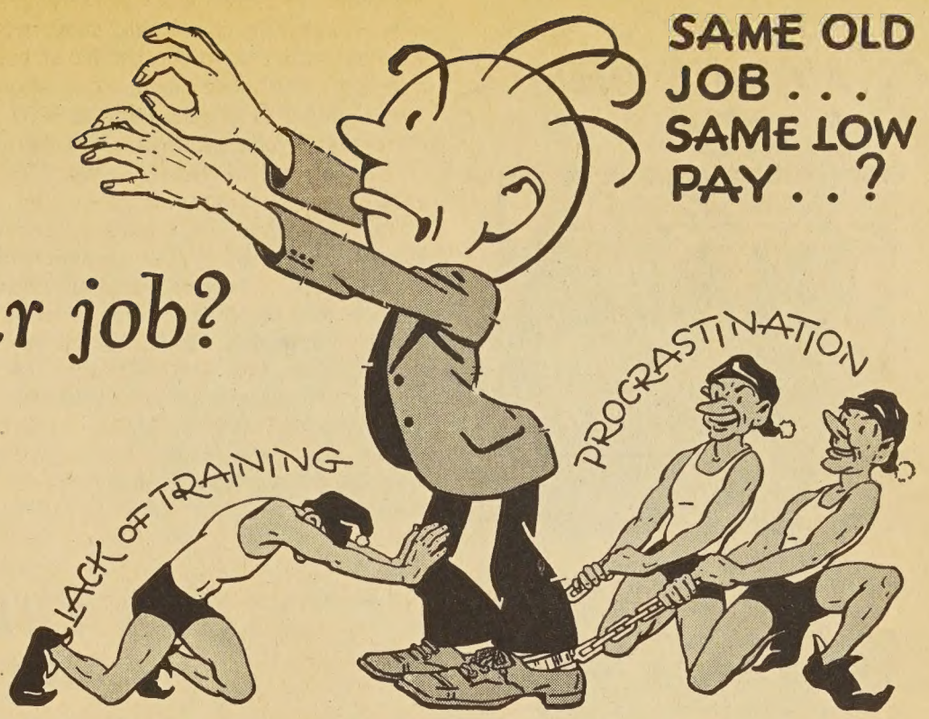
Jo-Ann Short

Just before Jo-Ann Short, 17-year-old daughter of a Norfolk & Western road fireman, graduated from the high school, classmates voted her the cutest, most talented, and most popular in the Senior class, and the gal with the prettiest eyes (blue), voting upon each item separately. Jo-Ann lives at 503 Florence St., Mullens, W. Va. Besides her Dad, railroading kinfolk include four uncles and a grandfather. ●

BRIEF ITEMS. A huge sports arena, a 34-story commercial building, and a 28-story hotel will be built atop New York's Penn Station. Completion is expected in time for the 1964 opening of the New York World's Fair.

Two big airlines, American and United, announce that, subject to approval of the Civil Aeronautics Board, anyone between the ages of 12 and 21 can fly in their planes anywhere in U.S.A. at 50 percent of regular first-class fare. This shrewd business move was designed to make more future citizens air-minded. What, if anything, is the American railroad industry doing to match this sweeping offer?

Are You "STANDING STILL" *on your job?*



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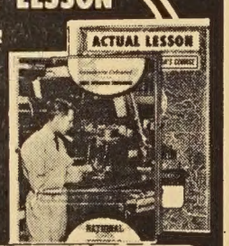

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Westinghouse Electric Corp. recently shipped a 26-ton gas-turbine engine, completely assembled, from Wayne Jct., Pa., to Port Arthur, Texas, by piggyback on a Reading Railroad trailer-on-flatcar. This was the biggest single load the Reading ever handled with a low-bed trailer.

According to Lt. Col. James G. Bogle, Atlanta, Ga., the new 5-mile Stone Mt. RR in Georgia will not be ready for operation before next April 12th, the 100th anniversary of the Andrews Raid. It is part of a $12 million Confederate Memorial project.

Looking through a current issue of the *Official Guide* the other day, Larry Steingarten, 690 Academy St., New York City, was surprised to find that many of its maps still showed roads which were abandoned years ago. Eight maps showed the N&O&W, six carried the Mobile & Ohio, and one the Vandalia. A new Erie-Lackawanna map indicates that passenger service still exists on the Erie's old Hornell-Buffalo line, although actually it doesn't.

Shortest railroad offering piggyback service is the 5.8-mile Springfield Terminal RR. of Vermont, according to Ray Gough, 195 Clinton Ave., Jersey City, N.Y. He adds to our list of brief passenger runs the CNJ commuter trains between Newark and Kearney, N.J., which is only 3.3 miles. ●

ALONG THE IRON PIKE

BY JOE EASLEY

IN 1894, SOO LINE LEASED ITS ENGINE NO. 6 TO MR. HOLMAN OF INDIANAPOLIS TO TEST HIS MULTI-WHEELED TRUCK APPLIANCE. SCOFFERS CALLED THIS SETUP "THE HOLMAN ABSURDITY" BUT IT REPEATEDLY PULLED TRAINS SAFELY AT 60 MPH.
FANTASTIC BUT TRUE. 11 EX-ZURICH TRAMCARS, RUN BY PANTOGRAPHS, NOW HAUL PASSENGERS AND FREIGHT IN TUNNEL SUBWAY HIGH IN SWISS MOUNTAINS NEAR LINTHAL, WHERE POWER STATION IS BEING BUILT. AERIAL TRAMWAY LIFTED THEM TO 6000 FOOT LEVEL ABOVE SEA. (The Modern Tramway magazine, London, England)
JOHN WILLIAMS, BRITISH RAILWAYS CLERK, HAS HOBBY OF BUILDING TINY LOCOMOTIVES INSIDE OF BOTTLES. HE PASSES EVERY PART THROUGH THE NECK BY WIRE AND PATIENTLY COAXES IT INTO PLACE FOR GLUING. (British Railways Magazine)
SWITCHMEN BROTHERS DON AND BOB HOST DECORATED TOP OF THEIR CABOOSE FOR 1960 YULETIDE IN C&O YARD AT ALMA, MICHIGAN. (Chessie News)

N.Y. Dentist Demonstrates How To

RINSE AWAY STAINS AND YELLOW

By PAUL STAG

NEW YORK CITY—A prominent dentist today showed an audience of men, women and tobacco-smoking teenagers how to clean stained teeth and get rid of 'yellow' with a ten minute home dental treatment he has perfected. Then to the amazement of young and old, he demonstrated how you may rinse away tooth film, and make your teeth gleaming white again.

Before our very eyes the dentist selected a 36-year-old patient with typically stained teeth. This patient had green discoloration on the lower front teeth. Yellow tobacco stain was visible to the naked eye. To the patient's teeth, the dentist applied a special paste. Next he picked up his home dental machine. It looks like a 2-battery flashlight. Except one end comes to a point and on the point there is a dental rubber, tooth-cleaning disk. The dentist pressed the button on the side and applied the whirling rubber disk to the patient's teeth. Then he asked the patient to rinse. To the patient's utter astonishment, down the drain went every trace of stain, yellow and discoloration which had marred the patient's looks for years.

As we stared at the new gleaming white teeth in disbelief, the dentist's assistant turned to us and said: "You have just seen what looks like a miracle. Yet, what has just been done for this person's teeth, you can do at home just as easily. But to understand how and why this dental home treatment works to make your teeth white, you must first knock out of your head some silly notions most people have about tooth care."

The Truth About Toothpastes

Has it ever occurred to you that you clean your teeth more than almost any other part of your body . . . yet isn't that where you find the most offensive looking stains, film and discoloration? So what do you do about it?

Many people have the fuzzy notion that when they brush their teeth with regular tooth paste their teeth cleaning problems are over. But that's absurd. If that were true, everyone would have gleaming white teeth and no decay.

Nine out of 10 people simply don't or won't understand that if they have stained teeth, yellow discoloration and decay they may not only have a cleaning problem . . . but a germ problem as well. Now why is this so? Because 24 hours a day your teeth are always building up film.

This film attracts all the impurities in the air such as soot, smoke, coal dust as well as the staining ingredients in tobacco smoke, coffee, tea, etc. And of course, germs.

These impurities gradually but steadily build up a layer of hard stain over your enamel. Daily brushing doesn't take it off. In many cases the enamel itself is stained. Your teeth look dull, yellow, green . . . anything but the gleaming white you want them to. And when this happens isn't it obvious that everyday brushing is not doing everything you'd like?

Do This for Whiter Teeth

If you want to rid your teeth of ugly stains and discoloration, this is what you must do:

First you must penetrate the hardened film that may have accumulated on your enamel, not only for days, but for months. Second, you must remove that film (which ordinary toothpastes and brushing cannot do). And third, you must remove the stain that has actually reached the enamel itself. And unless you are prepared to do all three things it's likely you will go on with more than your share of decay and with unattractive looking teeth, except for a short period after infrequent 'clean-ups' at the dentist.

What Happens When You Use This Dental Home Treatment?

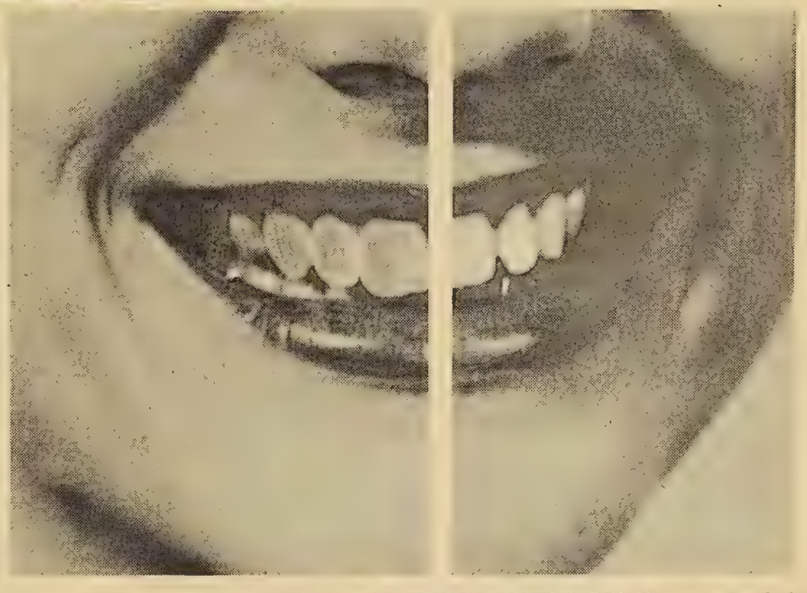
First to prepare your teeth for treatment, we are going to penetrate the hard film which cements the stains and yellow to your enamel. The scientific paste which is part one of this famous dental treatment is unlike any other paste you have ever used at home. In fact, it is an exact copy of the paste that your dentist used to clean your teeth in his chair.

Apply the scientific deep cleaning dental paste to your teeth. Now get set for an exciting and stimulating experience.

The second part of your dental treatment is his completely revolutionary home dental machine. It is the size and shape of a 2-battery flashlight. And it actually works on a flashlight battery. The end comes to a point and in the center there's a tiny hole where you fit a nylon brush, cleaning disk or massager. You start with the nylon brush.

Touch the button on the side and simply press the whirling brush against a front tooth. There is no danger. If you press too hard, the brush stops automatically—and resumes whirling at 3600 revolutions per minute instantly you withdraw the pressure.

A few seconds on each tooth is all that is necessary. Simply go from one tooth to the next . . . wherever stains and yellow have accumulated. Every trace of stain and film will be removed.



WHAT DOES YOUR SMILE REVEAL ABOUT YOUR TOOTH CARE? Many a person looks into the mirror each day and doesn't even notice how badly his teeth look to others — so gradual has been the build-up of stains and yellow film. This photograph shows a typical example resulting from improper daily tooth care. Only 10 minutes with a N. Y. dentist's home dental kit described in this article makes this remarkable difference. To learn the incredible difference 10 minutes with this dentist's home dental dental kit can do for your teeth . . . read this article.

Now Step 3 of Your Treatment . . . The Cleaning Disk

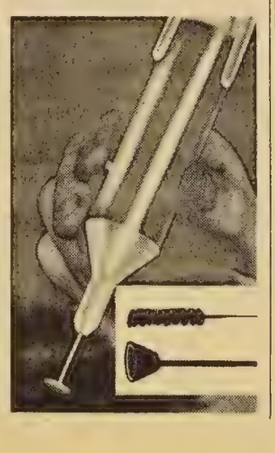
This rubber disk is for the areas between the teeth. If you will look in your mirror you will see that stains and discoloration are even more pronounced there. So . . . remove the nylon brush and insert the cleaning disk.

Now . . . let the whirling disk pass up and down several times between the teeth. Let the side of the disk whirl against the gums, and strengthen them. You will like the feeling. It is like a massage without irritation. If you are subject to bleeding gums, this treatment will help end the problem.

After you have applied the polishing disk between the teeth, set the machine down. The treatment is over, except for one thing. Rinse your mouth.

Now Look Into the Mirror!

Yes! Everything you hope for will be true. Instead of a dull, drab smile you will see the smile of a person with radiant, gleaming white teeth. No more stains. No more yellow-look. No more discoloration. Look carefully where the stains had been. Those areas will be as pearly white as elsewhere. See how your teeth right next to your gums are glistening. And you will be amazed at how stimulated and alive your mouth feels . . . and this fresh, buoyant, alive feeling will last for hours.



Does This Treatment Help Cut Down Decay Too?

Certainly. Just because this treatment does so much for your appearance doesn't mean it has a cosmetic use only. Every dentist knows that decay germs breed in film. Remove the film and you do much to cut down decay. Use this dentist's revolutionary home cleaning treatment regularly and you will do much to cut down decay. And you will cut down on bad breath, too!

How You May Try This Dental Home Treatment Without Risking a Penny!

The name of this 3 way dentist's invention is the Complete Dental Treatment. Your Complete Dental Kit includes the scientific dentist's cleaning paste, your complete 3600 revolutions-per-minute home dental machine, your two differently shaped rubber discs, nylon brush, and the battery. The cost is only $3.98! Yes, it seems too low to be possible. Actually this dental kit should sell for $9.95. But mass production economics have made this remarkably low price possible.

Use the kit in your own home without risking a penny. If your very first treatment does not do for your teeth everything that we have led you to believe it will do, if you don't see dramatic improvement in the color and beauty of your teeth, if you don't see stains and discoloration disappear, return the kit. We'll thank you for trying it, and refund your full purchase price. But act today. The longer you wait . . . the worse your teeth are bound to look . . . and the more damage decay will do. Have beautifully clean and gleaming white teeth in time for the social parties ahead. Mail the coupon today!

TYPICAL CASE HISTORIES

CASE #43. Miss C. R. Teenage patient who brushed twice daily with ordinary toothbrush. Had dark stain on front teeth and accompanying inferiority complex. Patient used dentist's home kit. Showed immediate improvement in teeth and mental outlook. Dark stains and film eliminated in 8 days.

CASE #165. A man with typically tobacco stained teeth and accompanying bad breath. Given the dentist's home treatment, his teeth became gleaming white. Stain was completely removed. Bad breath completely gone.

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☐ Complete HOME DENTAL KIT $3.98

Extra attachments available at 35¢ ea. Check Desired Items:

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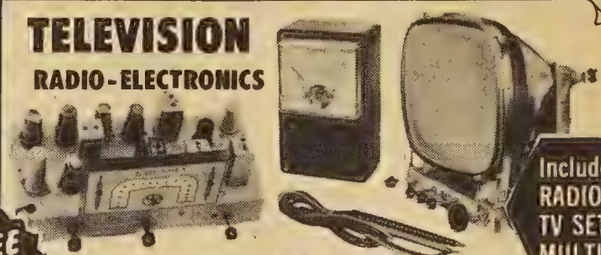

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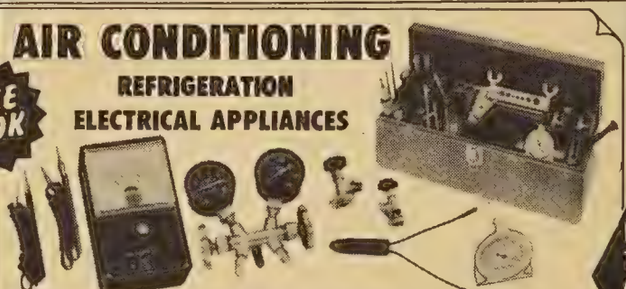

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A number of one-man mail order enterprises are paying their owner an income of $40,000 to $50,000.

SPECIAL OPPORTUNITIES

Mail order is big business. Annual catalog sales volume of Sears, Roebuck and Co. is over 700 million dollars.

HOW TO START
Your Own Mail Order Business

By Robert Stevenson

You can make a fortune by mail. New firms will set you up in a fabulous mail order business of your own! They'll make up your catalogs, prepare your advertising, supply mailing lists and even ship your products for you!

When Anthony Sambati injured his back and was laid off from work he never dreamed it would be a blessing in disguise. Bedridden for weeks, he decided to start a small mail order business. This was something he could run right from his own home and required very little capital to begin. In fact, Sambati started with less than $85.00.

He figured that a small mail order business might

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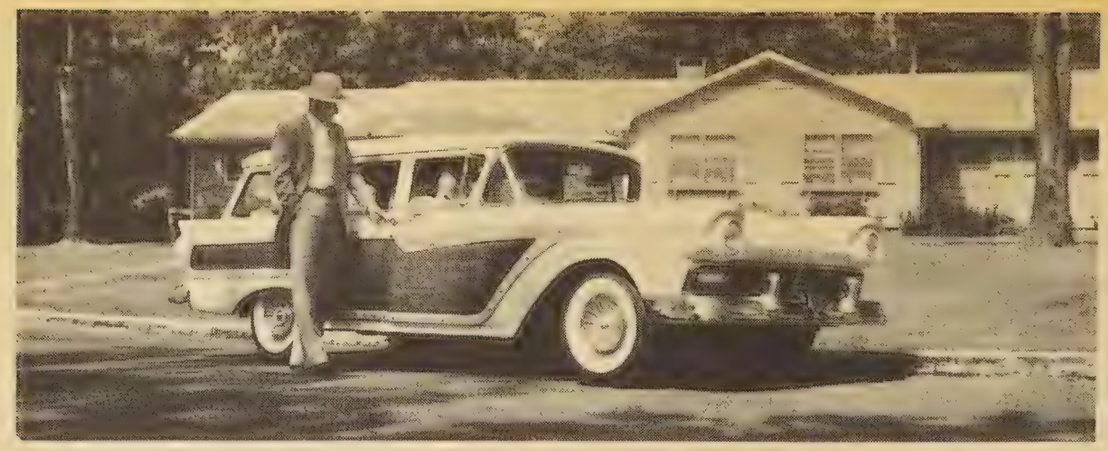


After a short time in mail order, Sambati soon had a beautiful home with all the luxuries of a successful businessman.

provide a temporary income to support his family until he got back on his feet. His first step was to obtain a franchise from a large wholesale mail order firm which supplied him with all the necessary catalogs and mailing literature. It wasn't long until his spare-time venture blossomed into a booming enterprise. Drawing a small salary and pouring the rest of the profits back into the business, he soon had others working for him! Today he owns a large retail store, his own warehouse and a beautiful home with all the luxuries of a successful businessman.

Sambati's story is typical of a number of men and women who began a small mail order business with absolutely no previous experience, and made a huge success of it. These 'little' people are quietly pocketing big profits every day—many content to keep the business small . . . spending an hour or two each day in the privacy of their own home. No bosses, time clocks or small pay envelopes. No door to door selling, in fact, you never even meet your customers face to face.

Yes, a small one-man mail order business is ideal for anyone wanting a chance to gain financial security and independence. Yet thousands try mail order each year and fail, simply because they don't learn the few simple secrets of success early in the game.

Take the case of Bud Sheer who had been working for a theatre in a small New Jersey town. With only a few hours spare-time to spend each morning, he tried mail order to supplement his regular income. Like many beginners in this field, Sheer was faced with the problem of finding good mail order items which would have a high mark-up and repeat sales potential. But the biggest obstacle was the expense of printing a catalog.

Then he heard about the A. J. Statile Co. of Hillsdale, New Jersey—an organization set up to aid the small mail order beginner.

He wrote to A. J. Statile Co. for full information, sent in his application for a franchise and within a short time the cash began rolling in. Today Bud Sheer *owns* the theatre he once worked for. Sheer attributes his success in mail order to the A. J. Statile Co. Actually, the theatre he owns has become a side investment. He still uses the beautiful 300 page mail order catalogs supplied by A. J. Statile Co.

How does the Statile Co. help the beginner get a sound start in mail order? Very simply. Just as Henry Ford made automobiles within the reach of the general public—by mass production and large volume.

Let's take a few specific examples:

(1) All franchised dealers of A. J. Statile are offered ready to mail catalogs and sales literature. Each mailing piece has the dealer's name and address printed right on it. By printing millions of catalogs, Statile is able to offer these at a fraction of their regular cost. The artwork and layout costs for these catalogs would run into thousands of dollars for the beginner if he were starting from 'scratch'.

(2) Since all mailing material and catalogs contain your name and address, all orders come directly to you. Yet you don't have to invest one penny in inventory. All merchandise is stocked for you. In fact Statile has over $3 million dollars worth of mail order merchandise at your disposal.

(3) All packaging and shipping is done for you. You simply send a shipping label to Statile together with the wholesale cost of the items, and the merchandise is shipped directly to your customers under your own shipping label.

(4) A consultation service is provided to answer any questions you may have. You receive a secret list of over 100 national magazines which run free ads. You'll be shown how to obtain free publicity on your own mail order items. In addition, you obtain trade names and addresses of over 150 other mail order wholesalers who drop-ship top mail order items for you. You'll also be given all the government laws and regulations pertaining to a home operated mail order business. These laws are a 'must' for all beginners.

All this valuable information is covered in the Statile Mail Order Survey which every new franchised dealer receives from Statile before they begin. Formerly sold for $25.00, this survey has become the 'bible' of the trade. Mr. J. M. of Baltimore, Md., writes, "To tell the truth, all the information in regard to obtaining free ads is alone worth the $25.00 I paid you . . ." J. D. of Kalamazoo, Mich., states, "Just a personal note to say I am most satisfied with my $25.00 investment. Your sales plan is simple and well organized . . ." These are only a few of the many testimonials received praising the Statile Mail Order Survey.

(5) The catalogs and mailing literature offered by Statile Co. cover every conceivable mail order item. You select the field you are interested in . . . BABY ITEMS, TOYS, APPLIANCES, VITAMINS, BOOKLETS AND MAIL ORDER COURSES, you name it,

The thrill of receiving money in your morning mail is one you'll never tire of.

Statile has the catalog or mailing piece. Select your market, order your mailing literature and you're in business.

(6) You'll be told how to compile your own mailing lists—and this is the most important part of your business. Many a beginner has fallen by the wayside simply because he mails his catalogs to a poor list of names. Suppose, for example you offered a beautiful scale model of a 40′ Chris-Craft cabin cruiser by mail. You would probably make your mailings to boating enthusiasts and the chances are that nine times out of ten your mailings would show a loss instead of a profit. How would Statile help you solve this particular mailing list problem? He would show you where to get the names and addresses of *actual owners* of 40 foot Chris-Craft cabin cruisers! Surely every owner would like to have a scale model of his own boat. Strange as it may seem, such a mailing list is available to anyone. The secret is where to find it. This is just one example of how an experienced mail order expert giving you personal advice, may mean the difference between success and failure!

This same method of obtaining selective specialized mailing lists may be applied to practically any market . . . selling baby items to new mothers, selling toys to young children, etc., etc.

So much for starting your own mail order business. Now, a word of caution. OBTAIN YOUR MAIL ORDER FRANCHISE FROM A REPUTABLE MAIL ORDER FIRM. Unfortunately, during the past few years a number of ads have appeared in newspapers and magazines offering to start people in mail order. The ads are grossly misleading. Many imply that you can become a millionaire over night if you use their catalogs. Beware! Particularly if they operate their own mail order business direct to the consumer. These firms compete with their own franchised dealers! They could just as well mail all the catalogs themselves. They don't need you.

Other shady firms fail to drop-ship your orders promptly, thereby losing customers for you. In mail order, prompt shipment is an absolute requirement for a successful operation.

Deal only with firms whose business is preparing catalogs and shipping merchandise. They operate on a strict wholesale basis for franchised dealers exclusively. Such a firm is the A. J. Statile Co. Letters from successful franchised mail order dealers speak for themselves. A woman from Milwaukee writes, "It has been better than my expectations." A gentleman from California states "we are quite pleased with the response we are receiving". Another man from Wisconsin writes, "To say the least, I am more than satisfied."

Yes, a small mail order business offers you an opportunity to earn a second income, or—if you work at it in earnest, a chance to strike it rich. The young housewife in St. Louis may be content to make an extra $20.00 a week . . . the office worker in Los Angeles may be aiming for $150.00 weekly full time business . . . and the ambitious schoolteacher in Newark may reach $20,000 a year. What is your objective? Set your own goal, pick your own hours, and the sky is the limit.

Even a government report stated that a number of the most successful one-man mail order enterprises make as high as $40,000 to $50,000 a year! But frankly, this is the exception rather than the rule. Most mail order operators are content to earn a comfortable living doing little physical work, but enjoying their work thoroughly! We don't say you'll be a mail order millionaire or another Sears & Roebuck, but if you're looking for a busines of your own with financial security, the answer is mail order. If you've already tried mail

Big firms will carry all stock for you. They ship orders direct to your customers using your own labels.

Your Own Catalogs of Top Mail Order Items!

A. J. Statile Co. will prepare your catalogs, write your sales letters, supply mailing lists and even ship merchandise for you, using your own shipping labels.

order with little or no success, don't give up! Try to analyze what went wrong. Success comes only to those who keep trying and learn from their own mistakes. Again we emphasize, deal only with a reputable firm.

The A. J. Statile Co. has been in business for over twelve years. They gladly furnish bank or trade references upon request. They are probably one of the largest mail order wholesalers in the country. Whether it be toys, gifts, vitamins or appliances—they've got it ready to ship under your label WITHIN 24 HOURS!

Firmly convinced that no other business offers the tremendous opportunities of mail order, A. J. Statile, president of the firm, is an outspoken advocate of the man or woman who wants to start in business for himself. As Statile puts it, "by all means, start your own business and start NOW! If you want a chance at security and financial independence make your choice mail order. There's nothing like it. Absolutely nothing!"

MAIL COUPON BELOW — NO OBLIGATION

A. J. Statile Co., Dept. 12 • Hillsdale 12, N. J.

Dear Mr. Statile:

Please send me complete FREE details telling me how I may obtain a franchised mail order dealership with your firm. I understand I am under no obligation and no salesman will call on me.

NAME ..... AGE ..... SEX .....

ADDRESS .....

CITY ..... ZONE ..... STATE .....

PREVIOUS EXPERIENCE, IF ANY .....

Photo Gallery of READING T-1's

The Reading has only five T-1's left, including No. 2124, seen on Shamokin wye. Others are 2100, 2101, 2102, 2123.

Savas Stavropoulos, 85-46 Chevy Chase St., Jamaica, N. Y.

Bud Rothaar, 757 Pierpont St., Rahway, N. J.

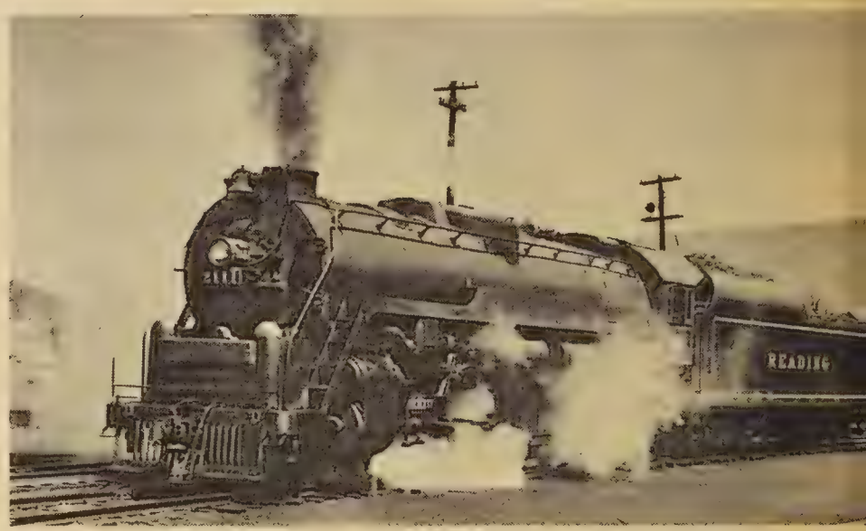
Among T-1's sent to scrap pile was No. 2111, shown stored in excellent running condition at Reading, Pa., in 1956.

West Falls tower in Phila.: orders for 2127's hogger.

Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

2124 and 2100 on Iron Horse Ramble take water at Shamokin.

Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa.



Five years ago, 4-8-4 was backing into Gordon, Pa., engine yard.

Aaron G. Fryer, 6001 Drexel Rd., Philadelphia, Pa.

Don Wood, 25 Mt. Haven Drive, Livingston, N. J.

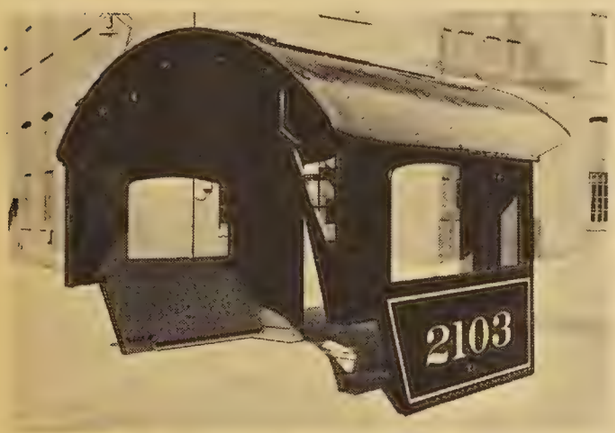
While thunderstorm threatens the Susquehanna valley, No. 2112 wheels freight off Rockville bridge into Enola, Pa.

On a spring day in 1953 this engine rolled through Emmaus, Pa., with two loads and 100 empties from Bethlehem Steel.

Frank Marsteller, 2217 Union Blvd., Allentown, Pa.

Reading shops at Reading, Pa.: one stage in the job of rebuilding Baldwin 2-8-0's into mighty 4-8-4's, 2100 series.

Reading Company photograph

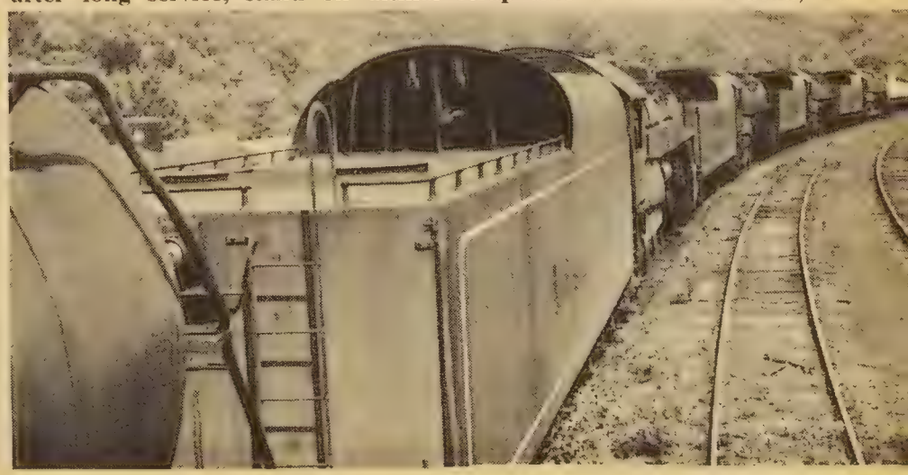


When the 2-8-0's were rebuilt as T-1's their cabs, like the one seen here, were repainted.

Reading Company photograph

Dale W. Richard, 5628 Hunter St., Philadelphia, Pa.

July '61: You can almost hear a funeral march as Reading T-1's, after long service, stand on dismal scrap line at South Modena, Pa.



Roundhouse at Reading, Pa., about 30 years ago. On the table we see No. 3005, at the right 1717, in foreground 1701.

GONE are the days when eastern Pennsylvania's mountains and New Jersey's fragrant pine woods flung back the thunderous exhaust of Reading steam power. No longer do the mighty Santa Fe's, Consolidations, and Mallets wheel ponderous black coal drags down the hills from Shamokin, Tamaqua, and Pottsville. Gone, too, are the sleek Camelback Atlantics, some of the world's fastest coalburners, that used to whisk excursionists from the dingy Camden depot to the clean bright seashore in style and comfort at a mile-a-minute clip.

Those were great days. We had vainly hoped they would last forever. But alas! nearly all of the "Pennsylvania Dutch" engines have vanished like footprints on a sandy beach. Very few remain. Somewhere out on the Reading steel each year, during the season between early dandelions and fading goldenrod, you might find the 2100 or 2124, alone or doubleheading, both smartly painted, crashing over the rail-joints on an Iron Horse Ramble with a load of shutterbugs, their wives, and girl friends. Those Rambles have become a popular institution.

Or you could visit the Franklin Institute in Philadelphia, a mile or so from Reading Terminal, and see the almost-primeval *Rocket*, an 0-4-0 built in England away back in 1838. The *Rocket* is the oldest Reading engine extant. She pounded the rails until March, 1879, but will never run again. Nearby in the same museum is another Reading

103 Years of READING-BUILT Locomotives

by BERT PENNYPACKER

William M. Rittase, Philadelphia, Pa.

Designed by James Milholland for coal-train pusher service and built in 1863 at the Philadelphia & Reading shops, the *Pennsylvania* was the first engine to have six pairs of driving wheels. At first she carried her own fuel and water, but in 1870 was rebuilt without the last pair of drivers to permit her to negotiate sharp curves more efficiently, and a separate tender was coupled on.

locomotive, No. 3 of the old People's Railway, also boasting a very high stack but no cab. Eastwick & Harrison turned her out in 1842. She's the oldest American-type engine this side of Europe.

And at the Reading Company's vast locomotive and car shops in Reading, Pa., a little 0-6-0T shop goat, No. 1251, blithely puffing coal smoke as she bats rolling stock around, is the only daily-active steamer left on the entire system. Like five big sisters in the 2100 series, she has survived the nation-wide trend toward diesel power.

Those tall-chimneyed shops are famous. In them, since 1845, a total of 627 iron horses have been built and hundreds of others rebuilt or upgraded. Master mechanics from all over North America have admired their workmanship, their thrift, and the role they played in the development of the steam locomotive. Reading *firsts* include the earliest firebox to burn hard coal successfully. Also the original Camelbacks, with the engineer's cab atop the boiler, ahead of the firebox. Also the first locomotives built for fast freight as well as the fleet of high-wheeled Atlantics which introduced the mile-a-minue passenger schedule. It's an impressive record.

From Reading shops came some of the biggest 2-10-2's in the business and some of the greatest 4-8-4's of all time, the T-1 Class, each one 110 feet of sheer magic on rails. But perhaps even more important was the thoroughgoing way by which, prior to the Civil War, those shops applied a new idea, standardization. They made locomotive parts identical and interchangable.

Representatives of other industries marveled at this system, studied it, and adapted it to their own products. Thus the Philadelphia & Reading Railway, as one of the first companies to use the principle of standardization, deserves part of the credit for eventual adoption of the modern assembly line.

THE HARD-HEADED Pennsylvania Dutch knew that in order to meet competition you had to keep costs down—and it helped them to have an engine tailor-made for every job. This principle can be traced back to October 1, 1843, when a few trains throughout the country were still running on antique strap-iron rails. On that date the Philadelphia & Reading roster had no less than four dozen engines, including twelve just received from a builder in Lowell, Massachusetts. Those engines were mostly coal-haulers. There was a huge demand for coal for domestic and industrial use, and the young railroad was doing its darnedest to bring anthracite down from the mines. Late at night the scream of whistles and clank of couplers sounded along the Philadelphia-Pottsville main line. That line was but two years old but already its entire 93 miles was being

Bird's-eye view of railroad shops and yard at Reading as they looked long ago. Roundhouse is the one seen on pages 16-17. At upper right are locomotive shops. At upper left, car shops. Center and lower right corner, steam engines. Midway through yard runs the main line to Pottsville. Left of it is line to Allentown.
Reading Company photograph

doubletracked. The engines of those days could drag only short strings of cars—when they weren't out of order and holding up traffic both ways—even on descending grades with loaded trains.

Some effort was made to keep them in running order. Repairs were handled at the engine depot in Reading, which was little more than a blacksmith shop supervised by Thomas D. Simpson, Master of Machinery. Mr. Simpson had quite a time of it. Perhaps his mastery of machinery was not equal to his task or it may have been the scarcity of such things as cast-iron plates and angles. At any rate, there were too many mechanical failures. A change was needed.

The situation called for a man of exceptional drive, and luckily one turned up just then in the person of Lewis Kirk, a shrewd New Englander with considerable railway experience. Kirk went to the front office with a fistful of requisitions for such modest items as an iron foundry, a brass foundry, a steam hammer, a rolling mill, a locomotive-tire forge, and, most important of all, a first-class shop where his men could overhaul an engine down to the main frame, if need be, or build a new one. And he got what he wanted. Hammers rang and men shouted as a forest of chimneys rose to blanket the town with a pungent haze.

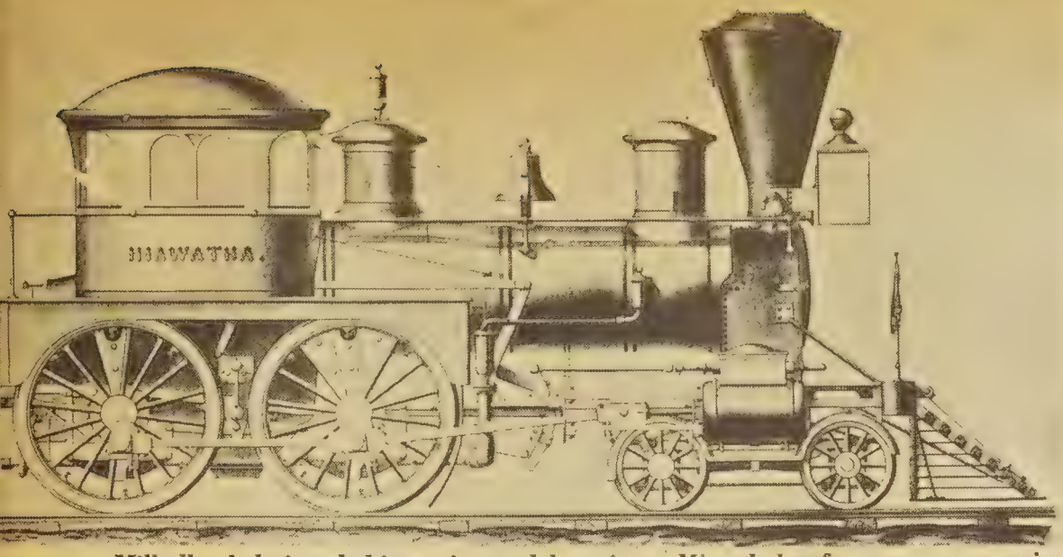
In 1845 Kirk found time to construct his first new engine, the four-ton *Picayune,* a 2-2-0 with coffee-can-sized cylinders and three-foot drivers. An experiment. Less than two years later, after a few inspection trips, she ended ignominiously in the scrap pile.

Kirk had bright ideas. For example, he discovered the advantages of burning hard coal in fireboxes. But anthracite is a lot meaner to crack than soft coal. Perhaps he didn't realize how mean until 1847, when he and Superintendent G. A. Nicholls created an odd-looking 0-8-0 with two boilers which they named the *Novelty*. Although they gave her about two years to make good, the little monster did not take kindly to the rails, but later she did all right powering a sawmill. Her portrait, shot probably in 1847, is believed to be the oldest locomotive photo in America.

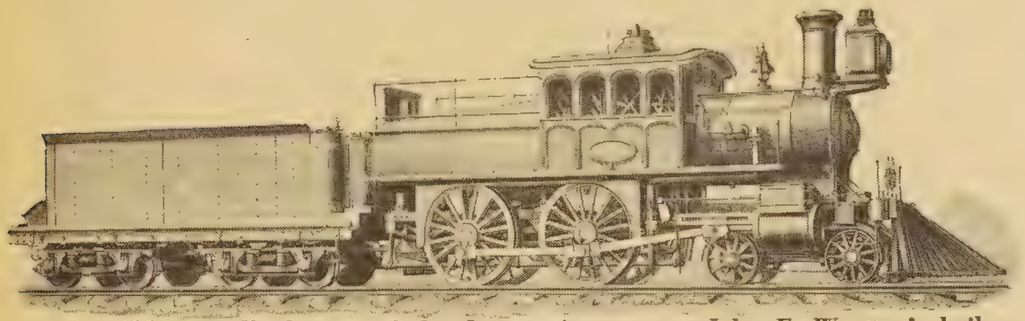
Meanwhile, in the Reading shops, a chorus of clangs and pings mingled with the jarring thud of the steam hammer as Kirk turned out more engines. He built a dozen in all, none of them memorable. When he retired in 1848, fellow workers gave him a silver cup for having founded the shops but not for being a brilliant locomotive builder.

The puzzle of anthracite proved so tough that the master marine engineer who then took charge, James Millholland, built 22 experimental locomotives in ten years with only slight success. Installing a set of gadgets in the firebox, he brightened the fire by improving the draft but still could not produce enough steam. More effective was his feedwater pump, which went under the cab and received its impetus from a crank off the last driver.

TWO 4-4-0's built by Millholland in 1852 had 7-foot cast-iron drivers forged by hand, a ringer as forge work, but despite their pioneer version of



Milholland designed this engine and her sister, *Minnehaha*, for passenger service and Reading shops built them in 1859. *Hiawatha* set company mileage record.



No. 411, Camelback, one of the first engines to use John E. Wootten's boiler, was designed by Wootten for fast passenger runs and built at Reading in 1880.

Stephenson valve motion, the *Illinois* and *Michigan* just couldn't deliver the power. The *Illinois* spent four years on main line passenger work, four on the Market Train,* was rebuilt in 1861, and went to the boneyard at age fifteen.

In June, 1859, after nibbling away at the hard-coal problem for several years, Millholland found a simple answer. He built onto two 4-4-0 passenger engines, the *Hiawatha* and the *Minnehaha,* a giant type of firebox seven feet long and so wide that it went on top of the main frame instead of within. This put the cab rather high in the air. Since Millholland had designed a "modern" cab of cast iron with arched windows and a domed roof, the effect was tall and startling. Arched windows remained a Reading characteristic for many years.

Those two passenger locos belching squirrel plumes of smoke proved that hard coal could give plenty of power. In fact, Superintendent Nicholls reported them to be the "most efficient engines ever used by the P&R." Twenty-one years after she first hit the iron, the *Hiawatha,* with a total of 720,727 miles, had cracked all Reading mileage records for any one engine.

During the next two decades a great variety of iron horses rolled out of Reading; and in March, 1863, a bigger firebox was applied successfully to a heavy 4-6-0 freight-hauler, the *Nevada.* This wartime breed was nicknamed the "Gunboat." The Reading erected more than 100 "Gunboats" itself in the next fourteen years and ordered 24 others from outside builders.

The most interesting feature of this prototype was neither her firebox nor cab but a development quite new in the railroad world. These engines were designed so that parts such as water pumps, valve links, and firedoors could be changed rapidly from one freight loco to the next, with a huge saving in construction time when replacements had to be made. Today the idea of standardization is so familiar that we forget how things were in 1863 when this principle had been applied to only a few small industries.

The Reading shops were both a development lab for master mechanics and a school for apprentices. Nineteen apprentices built a new engine, No. 405, for display at the Philadelphia Centennial of 1876.

She turned out to be a gem of machinery with a square four-windowed cab of polished walnut joined as neatly as a piano. Industrialists visiting the fair were impressed by the fact that such fine power could be "assembled by apprentices" and they went home thoughtfully with ideas for their own fields.

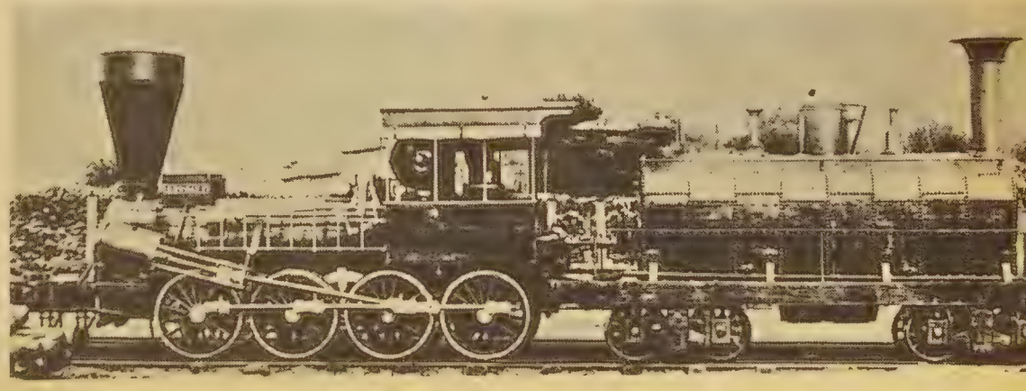
The power built in Millholland's day included some hefty 0-8-0's and 0-10-0's that performed well in dragging strings of rumbling gondolas over the Mahanoy & Shamokin branch. On the 3.3 percent Franckville grade an 0-10-0 could push as many as 45 empties, an 0-8-0 could push 35, and a Gunboat, 25. The awe-inspiring *Pennsylvania* was an 0-12-0T whose weight of 100,320 pounds could rattle nearby windows along the Falls grade. She likewise was custom-built for her job, that of helping eastbound coal up a mile-long .9 percent grade at Philadelphia, the only opposing grade between the coal fields and tidewater. Seven years later, they rebuilt her as an 0-10-0T and put her back to work for another fifteen years.

MILLHOLLAND retired in 1866, after eighteen years and 82 engines, not counting the many which would be built to his prototypes. Engine design was taken over by the P&R's

*A daily mixed train which brought farmers and their produce to Philadelphia. This train was famous for its hungry conductors who gladly accepted food in lieu of fare but apparently had no way of turning it in to the company.

Collection of George M. Hart, P.O. Box 324, George School, Bucks County, Pa.

This picture, reputedly the oldest locomotive photograph in America, shows the *Novelty*, designed by G. A. Nicholls and Lewis Clark and built at Reading in 1847.



Built at the Reading shops in 1878 and later renumbered 1266, this engine had 43″ driving wheels and 18x24″ cylinders.
Smith collection, Stevens Institute of Technology (courtesy of Karl E. Schlachter)

general manager, John E. Wootten, whose name is now coupled with the wide firebox. Wootten believed that an engine could burn even cheaper fuel than lump anthracite, namely culm, a powdery hard coal for which there was so little demand that the mines were dumping it out and would sell it for next to nothing.

Wooten, who was modest, patient, and brilliant, worked on the Reading a dozen years before he patented the culm-burner in 1877.* The 408 resembled other 4-6-0 Gunboats except for her much bigger firebox, located above the driving wheels and reaching sidewise to full clearance width.

To give an idea of the size of a Wootten firebox, contrast the grate area of a comparable Eight-wheeler, 38.3 square feet, with the Wootten grate area, 76 feet. Firing the high wide box was not easy. To burn culm efficiently required a thin even fire. With too thin a fire the draft created by the exhaust could easily send a shower of sparks up the stack into the air and countryside. In order to facilitate firing express trains, the Wootten-boilered locomotives were staffed with two firemen, one called the "furnace-door opener."

In the following year, 1878, the Reading shops built a sister engine, No. 412, and shipped her to the Paris Exposition, after which she traveled in France and Italy on test runs, successfully burning low-grade fuel. But she had one disadvantage: her very high cab failed to clear many bridges. Consequently, she was "shopped" to have her cab relocated over the boiler ahead of the firebox. When she returned home, the square wooden cab was adopted as the standard for P&R motive power.

Thus originated the Camelback (or Mother Hubbard) type of locomotive in which the engineer sat in a cab away from his fireman while the latter shoveled coal at the rear, usually under a hood, sometimes in a primitive second cab. Despite its drawbacks, the Camelback came to typify the Reading and several other anthracite carriers, which built them in many styles and sizes for about 35 years. P&R's annual report for 1883 said 171 locomotives burning culm had saved the company $378,000 in fuel that year. The big Wootten box characterized the Reading right up to the final steam engine in 1948, though the Camelback had long since emerged from the shops as a new locomotive, and the immense grates were burning various mixtures of coal.

IT must have been clear from the start that a Wootten box, while designed to burn culm, could develop more power and speed if given high-grade fuel. In 1880 the Reading built two Camelback 4-4-0's, Nos. 411 and 506, each weighing 43.8 tons, the heaviest passenger locos in the country at that time, and stoked them with lump anthracite for the 54.9-mile passenger runs between Philadelphia and Bound Brook, N.J., where the Jersey Central took over.

Old timetables show the P&R covering this distance in 64 minutes, despite a stop and three slowdowns. Since this required an eight-mile sprint at 72 mph, it may well have been the speediest published run of the early 1880's.

Even faster were the 4-4 0's of 1884, especially No. 366, which once made

Clarence R. Weaver, 15 N. Second Street, Sunbury, Pa.
Camelback Ten-wheeler No. 610, Class L-7sb, was built at Reading in 1910 for fast freight, rebuilt for passenger work in 1920. Her last run, Feb. 15, 1936, ended in wreck at Sunbury, as photograph shows, caused by jumping sharp curve.

*He also patented an ingenious feedwater heater using steam, possibly another Reading first.

Company's only daily-active steamer is used as shop switcher at Reading.

Not all P&R locos were home-built. One of the Baldwins, 1227, was built in '92.
Collection of Karl E. Schlachter, 10 Bullock Ave., Barrington, R.I.

the 89 miles from Philadelphia to Jersey City in 84 minutes—a speed that gave birth to a joke about turning mileposts into a picket fence. Later, someone belittled the likelihood of a locomotive exceeding 75 miles an hour. This remark so nettled A. A. McLeod, president of the P&R, that he silenced the skeptic by operating a special from New York to Philadelphia which covered five miles at 87 mph, and did one mile at 90.5.

That same year, 1891, the office put out a Philadelphia-Jersey City timetable showing mile-a-minute speed, believed to be America's first. Since high safety standards were maintained, the Reading really gave the people what they wanted, years ahead of time.

Speed was even more urgent on the line between Camden and Atlantic City. This iron had been laid out as a narrow-gage by a local brewer, taken over by the P&R, and widened and doubletracked in 1884. Called the Atlantic City RR., it was 55.5 miles long.

Using two fast Camelbacks, the AC was soon clocking off the run in fifty minutes, having earned the title "High Speed Line." One of its trains was credited with a sprint of 115 mph—which, if true, overshadows the much-vaunted record of 112½ mph made by the New York Central's 999 on the *Empire State Express.*

Meanwhile, the Reading was having tough competition from the West Jersey and Seashore, which the Pennsy had assembled in 1883 as a 66-mile line and shortened, cutting its time to 53 minutes plus a seven-minute ferry ride so that it just equalled the ACR's fifty minutes, plus a ten-minute ferry ride.

What sharpened the race to a fine point was the geography below Hammonton, N.J., where both lines came out of the woods for 25 miles and ran parallel. If rival trains happened to be going the same way, an electric thrill would grip the passengers, betting money would appear, engineers would open their throttles wider, and firedoors would clang as fires were forced along. Such incidents hit the high spots of steam's racetrack days.

THE P&R men must have enjoyed their speedy runs, according to Guy Peifer, who writes that on bright starlit nights around the turn of the century he often walked out with his girl at approximately 10 o'clock to watch the *Queen of the Valley* swoop down into Harrisburg through a stone cut. At Paxtang the hogger would tie down his wailing whistle while his companion opened the firedoor, shedding a vivid glare on the steam from the whistle.

"This, before the invention of neon lights," Peifer tells us, "created a dramatic effect I will never forget."

At the foot of the grade the engine would round a sharp curve and clatter over a series of switches in the yard. Peifer recalls that she charged down there pretty fast and he said to his girl, "Sometime he is going to hit those switches too hard."

Unhappily, this came true. One night the *Queen's* pilot wheels unflanged at the curve, rode the ties for about 600 yards, and jammed into a switch, throwing the engine across the track, with the train slowly piling up on top. Nearly everyone aboard was injured; the fun-loving engineer went to glory.

Or consider how things were on the steep and curving grades north from Gettysburg, site of a great battlefield, where in summer the cinders fell on long trains full of tourists. The same correspondent reports that more than once a truck of the Camelback's big tank slipped off the rails and churned along the ties, stirring up a vortex of dust, and then jerkily rerailed; but the engineer didn't slow down and apparently nothing was ever said about it, although the ends of ties were clipped off for miles.

Of course, the dollar-conscious Philadelphia & Reading didn't use fast

Clarence R. Weaver

Reading train, loco 114, uses Pennsy track after wreck pictured on facing page.

"Swallow-tail" type Reading 4-4-0 in about 1900.
Photo by the late Granville Thomas

The Reading had five different locomotives named *Black Diamond* because of its pre-eminence as anthracite carrier. Here is one of them. All were inspection engines; some also hauled pay-car.
Reading Company photograph

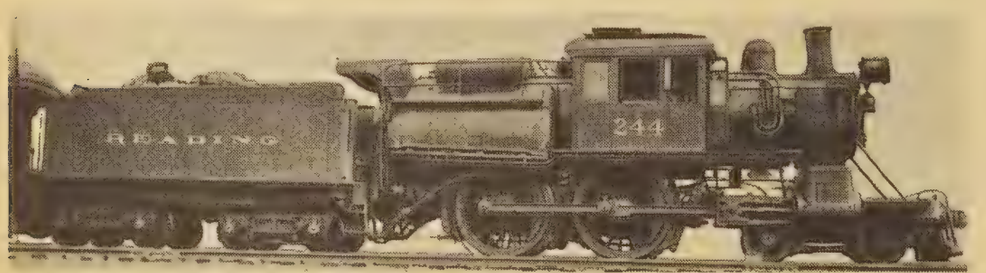
power on all of its many branches. Commuter trains out of Camden on the Grenloch branch were powered by the most ancient of kettles. The engines did all right with three cars, but often faltered and died on a light grade when they had to pull four, which meant a wait of half an hour till the gage showed enough steam to shove the pistons. For ten-car Sunday trains they fired up No. 508, built in 1877 as No. 408, the first engine to have a Wootten firebox.

A new president came to the road, Joseph Smith Harris, who in 1900 put his OK on plans for a new engine-building plant to cost $1.7 million, four acres of well-planned facility with a machine shop down the center, and a web of 68 tracks. The place had the finest lathes and the latest wheel jacks, with everything color-coded and neatly kept to the last cotter pin.

By that time the backlog of rebuilds had grown so huge that it took six years to catch up, but between 1906 and 1923 the Reading shops found time to erect 252 new engines. First came ten flashy 4-4-2 (Alantic type) Camelbacks, numbered 340 to 349 and classed P-5a and P-5b. When the crossing gates clanged down, you could spot an Atlantic by her two many-spoked trailing wheels on which rode the big Wootten box, and by her clean boiler lines—she was stripped for speed.

The Reading, which had ordered some fast freight power from Baldwin in 1890, took a renewed interest in speeding up its hotshots early in the 1900's. Edward O. Elliott, chief mechanical engineer, drew plans for such power, working with Howard D. Taylor. Their Ten-wheelers, the L-7's, proved gutsy enough to justify orders of four from Baldwin in 1905 and ten by the Reading shops in 1910. For heavier work the road bought 65 Camelback 2-8-0's Class 1-8, from Baldwin and then put together 52 more plus some variations (Nos. 1501-1617), most of them ending as Class 1-8sb.

These were versatile. Some came with alligator crossheads for such tonnage as the main-line coal drags out of St. Clair and Bridgeport, Pa., where the firemen were conceded to be the Reading's best scoop wielders. Some had the lighter Laird crosshead and a passenger whistle for fast runs such as the milk train east from Gettysburg. "Whatever you want done an I-8 could do it," motive power men said, and soon the I-8's were clanking and swooshing along every branch.



Baldwin built 244, with wide firebox, in '88; Reading rebuilt her in 1907.

Collection of Karl E. Schlachter

This Baldwin Camelback was 20 years old in 1914 when the Reading rebuilt her.

ELLIOTT and Taylor built three engines as three-cylinder power, using a central cylinder with Joy valve gear linked to the drivers 120 degrees ahead of the valve gear. The way these things operated with their complicated exhaust rythm seems to have impressed the shopmen. Anyhow, they polished up a new three-cylinder Ten-wheeler, No. 675, and highballed her 74" wheels to Atlantic City, where master mechanics were holding a convention. En route across New Jersey she edged up to 90 mph mark, and oldtimers swear she could have done even better if the hogger had taken her bridle off.

In 1912 the shops turned out an experimental 2-8-2, Wooten, No. 1700, in which the frame was lengthened and the cab hung onto the end of the firebox.

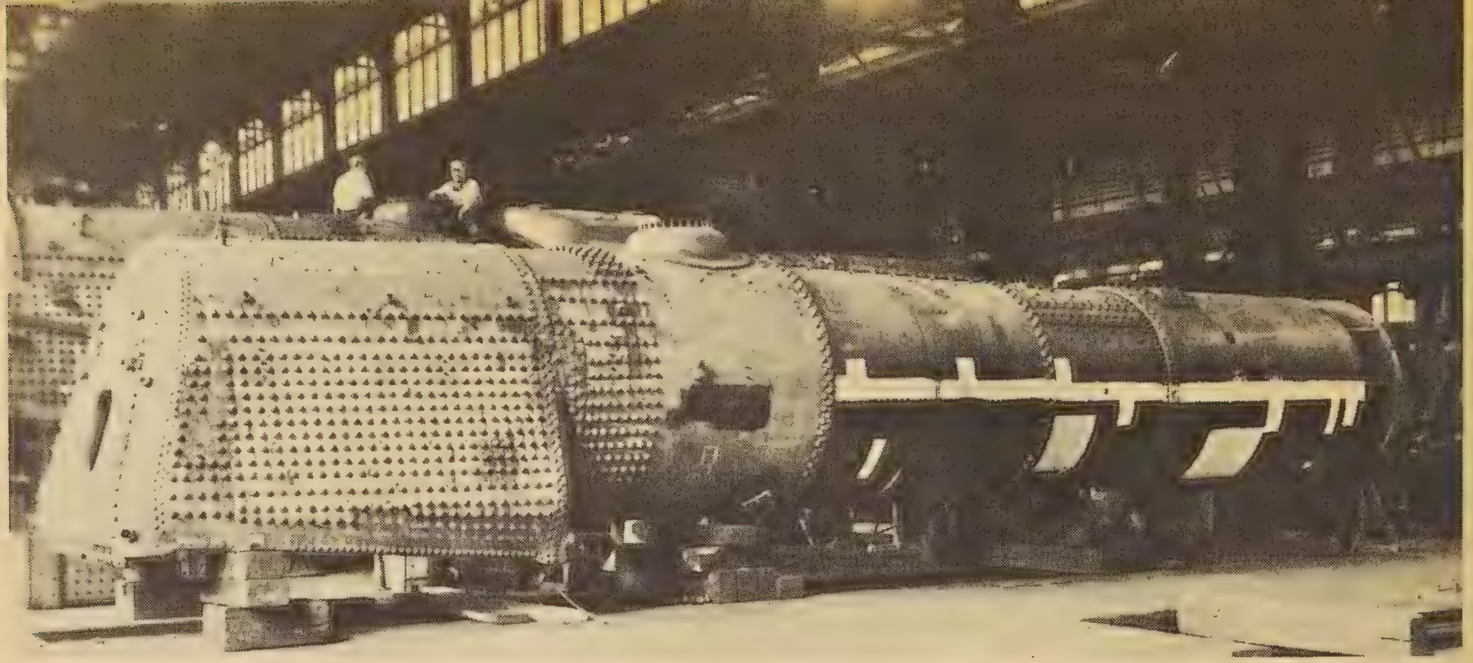
No. 1531, Class I-8, split a switch in Erie Avenue yard, Philadelphia, in 1947 and turned over, but nobody got hurt.

S. Botsko, 62 Hughes St., Forty Fort, Pa.

The 1829, a 2-8-8-0, Class 1800, hauls coal train into yards at St. Clair, Pa.

She worked so well that the Reading built very few Camelbacks after 1914, although as late as 1929 they rebuilt some end-cab engines into Camelbacks. Firemen had never been keen on the sketchy weather protection afforded by such engines while hoggers found their quarters more cramped every time the boiler got larger.

In 1914, with war clouds overseas, the Reading ordered a fleet of 56 deep-throated Mikados from Baldwin, the M-1 Class, and began reinforcing bridges. Shortly afterward, the shops turned toward heavier passenger power under the guidance of Irwin A. Seiders, who shaped the Reading iron horse to her final form. Seiders put draftsmen to work on a clean-looking 4-6-2 (Pacific) type, particularly for hauling Baltimore & Ohio trains between Philadelphia and Jersey City. The Reading built 25 of them, with the gold stripe that marked



A huge boiler and firebox from one of the Baldwin-built Consolidations that the Reading shops converted to 4-8-4's.
Reading Company photograph

Baldwin vintage of '91, rebuilt by Reading shops in 1903, scrapped in 1935.
Clarence R. Weaver

Reading's approval, and later put them on fast medium-to-heavy trains in upstate Pennsylvania.

Would Seiders have been surprised to see his Pacifics drawing 16-car mainline trains on schedule when they were 25 years old? Perhaps not. This did occur during World War II, with the aid of automatic stokers, which some office men had called wasteful.

During Seiders' time the road bought over 200 engines from Baldwin—150 heavy 2-8-0's, thirty compound 2-8-8-2's, fifteen Pacifics, and some switchers, and the shops were full of Camelbacks in various stages of upgrading. The upgrading project was so thorough that men on the shop goat who towed in various Atlantics, Ten-wheelers, and Consolidations with Stephenson valve gear and slide-valve cylinders hardly recognized them on the way out with Walschaert valve gear and piston-valve cylinders. Modern power at its best.

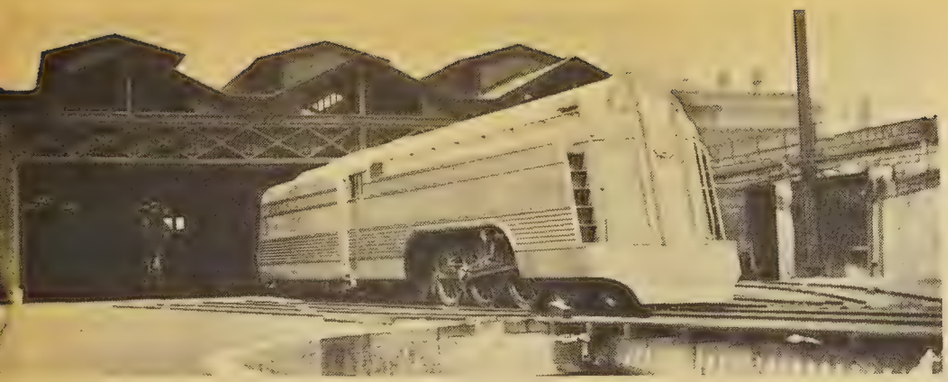
From 1923 to 1945 the only all-new engine built at the Reading shops was a scale-model Pacific, the work of 52 apprentices, which was displayed at various stations for years and finally presented to the Franklin Institute at Philadelphia in 1958.

THE MARGIN that separates a new engine from a rebuild is often narrow, as in the case of eleven massive 2-8-8-2's which emerged from the shops as 2-10-2's (Santa Fe's) between 1927 and 1930. Classified K-1sa and numbered 3000-3010, they were the biggest Santa Fe's ever seen in the U.S. and derived their mighty tractive effort of 90,500 pounds from hot steam blasting into 30½x32″ cylinders, yet they performed like passenger power and flashed the gold stripe. After Baldwin had built another ten in 1931, all 21 were used in crossline service between Hagerstown, Rutherford, and Allentown where the track was heavy enough to stand up firmly under their impact.

E. P. Gangewere

Fittingly, a man who understood and loved steam locomotives, E. Paul Gangewere (now president of the Reading Company), was superintendent of motive power and rolling equipment as the Steam Age drew to a close. He had become a special apprentice at the Reading shops in 1922, was superintendent while the T-1's were being built, and in 1945 supervised the Reading's last—and best—locomotive rebuilding job.

The road then had fifty tired Consolidations. Their big grate area, 94.5 square feet, suggested to Gangewere that by adding an extra boiler course and a larger smokebox they could be turned into modern performers. His assistant, John W. Barr, and Baldwin experts concurred in this view. So, half a dozen at a time, thirty locos in all were stripped down to their boilers, nosed into the shops, and transmuted. When the first of the new T-1's, No. 2100, moved out on the line, it was evident that the mechanics had built 110 feet of thundering magic. Just about everything that counted was new. Cylinders and pump brackets were a one-piece steel casting that weighed 30 tons; new were the Boxpok drivers, precisely cross-balanced, also the axles, tires, superheaters, feedwater heaters, stokers, and trucks. Even at a reasonable 240 pounds pressure, the 2100 was alive with power and good to look at.



No. 118, one of the streamlined engines which pulled the beautiful *Crusader*, is shown entering turntable of 10th and Green Streets enginehouse in Philadelphia.
John Gibb Smith

One of the last ten locos built new at Reading shops, in 1948: No. 215, 4-6-2, scrapped 1957.
Bert Pennypacker

Only moderately heavy, she had a lot of weight on drivers. Her rated tractive effort of 68,000 pounds plus 11,100 more by starting booster was not the entire story of her performance. When the T-1's began to wheel fast freights east of Tamaqua, motive power men agreed that these engines could slide up to 65 mph with 100 loaded hoppers, probably over 70 if it were not for the curves. Such engines could double as passenger power and ten were equipped with steam-heating pipes and air signal lines for this service.

The men agreed also that the new 4-8-4 was "thoroughly Reading" from her arched windows to the clean boiler and strong horizontal line of the running board. Too clean, a few mechanics were known to mutter; you couldn't get at the parts.

By re-using such items as boiler sections, gages, headlights and safety valves the shops had been able to build twenty T-1's for $157,000 each or two-thirds the cost of a brand new engine. Parts for ten more were ordered from Baldwin in 1946.

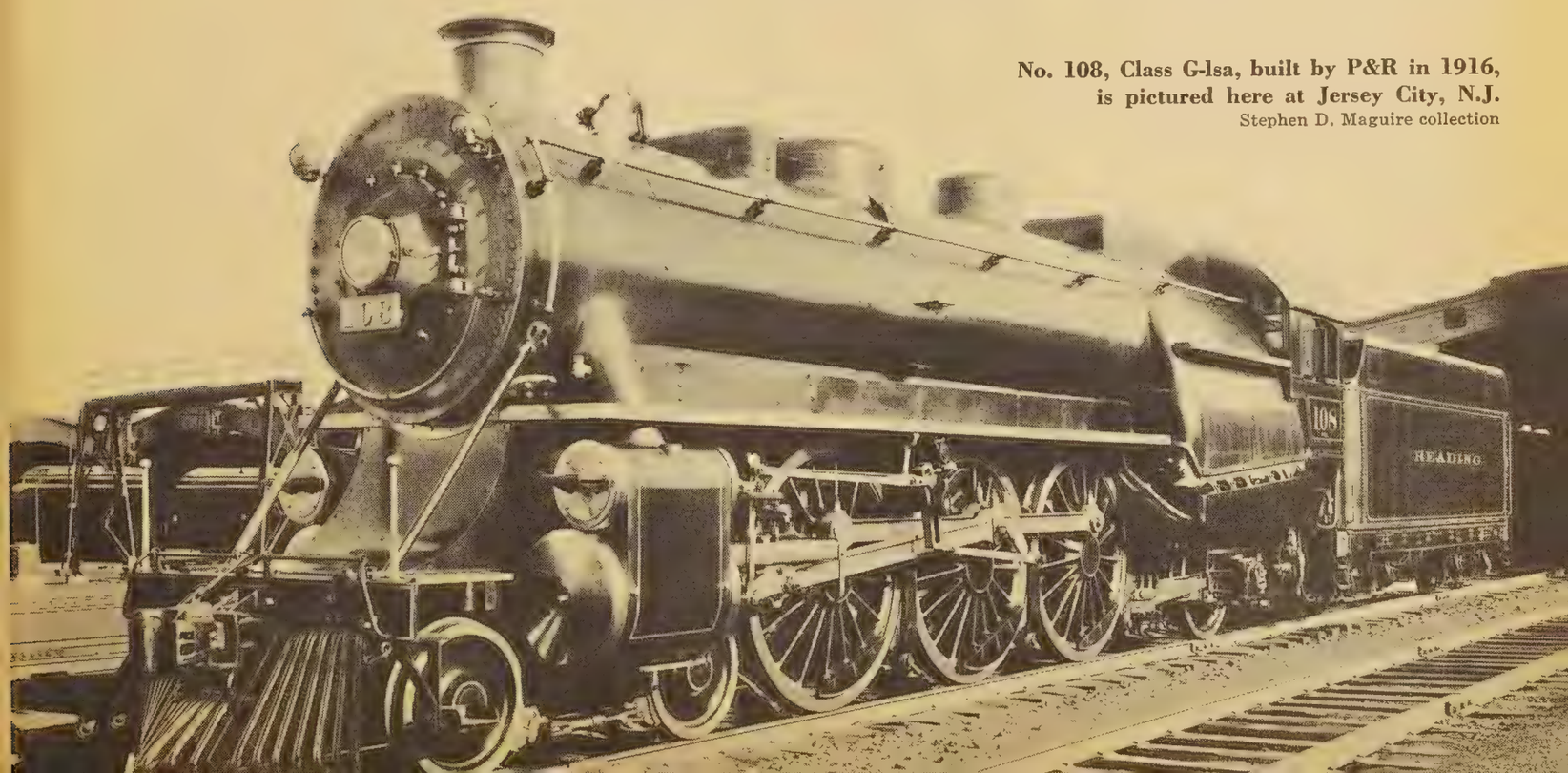
The final engines built all-new at Reading were ten Pacifics, in 1948: Nos. 210 to 219, the last of their type constructed anywhere in America. They had power. Although their 25x28" cylinders and 80" drivers matched the earlier Pacifics, better design gave them enough pull to do tricks with problem schedules. At speeds over 60 they were rough riding. You may have seen a G-3 heading some sleek passenger train shortly after World War II, the *Schuylkill* or *King Coal* in upstate Pennsylvania, the *Wall Street* or *Crusader* on the run to New York.

THREE years before, the Reading had begun to scrap steam, first the switchers and a few over-age veterans, then th regulars. Of course, the T-1 was powerful enough to replace an older freight engine about one and a half times. Lines of once-great coalburners stood mournfully at the Luria Brothers scrap yard near Coatesville, having been sold into oblivion, while slick new diesels were pulling their trains.

The final Pacific, No. 219, was the 627th locomotive built at Reading. She brought to a close the long program which had begun modestly in 1845 with the tiny *Picayune* but had pushed on to develop a splendid roster of original and flashy but practical iron horses.

Reading highballed its last regular steam passenger train in May, 1952, though most of the late progeny saw rush-hour service on the Pennsylvania-Reading Seashore Lines four years afterward. The Pennsy used a few T-1's; several others provided steam for power plants. In 1957 all ten of the Pacifics were sold for scrap, at age nine. That same year the T-1's began to go in groups of five. Today, only five

No. 108, Class G-lsa, built by P&R in 1916, is pictured here at Jersey City, N.J.
Stephen D. Maguire collection



Thirteen years ago: two of the Reading's earliest diesels, Nos. 304 and 305, pull past station at Williamsport.
Charles A. Elston, Downingtown, Pa.

are left: Nos. 2100, 2101, 2102, 2123, and 2124. There is also the active shop goat we mentioned: No. 1251, a runt with a wide firebox. The shops built her in 1918 as the sole example of Class B-4a.

Only in the shop goat and the Iron Horse Rambles is steam still queen on the Reading. At this writing, the stars are Nos. 2100 and 2124. Next year other T-1's may replace them. When the 2124 inaugurated the first Ramble in October, 1959, people all along the route waved with joy at the first steam passenger train they had seen in years. The hogger returned their salute by yanking his whistle cord, but soon became aware that his raspy freight whistle (since replaced by a mellow G-3 type) was scaring some children who had not grown up with steam, as well as cattle and other animals.

The T-1 powered Rambles will end '61 season with three October excursions, including picture stops. Fares quoted are from departure points and are less from way stops. Children pay half. All time is a.m., EDT.

Sat., Oct. 7, leave Reading Terminal, Phila., 7:35; tour Gettysburg battlefield or view (extra cost) Lehigh-Gettysburg football game during three-hour stopover. Fare $10

Sun., Oct. 15 and 22: Autumn Leaf Specials to West Milton via mountainous Catawissa branch. Oct. 15, leave Harrisburg at 7, fare $9. Oct. 22, leave Jenkintown 7:30. Fare $9.

Today the odor of diesel fuel hangs over the Reading shops, whose job of servicing the modern power never ends. On rare occasions a lone T-1 rolls majestically in for personal attention. Visitors tell us that when this happens the mechanics universally look up from their work, hoping to get the job. They will always remember those 103 years of Reading-built steam engines. ●

Reading Co. Locomotives

Roster compiled by Sy Reich

Diesel-Electric Locomotives

RR. Class	Road Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Eff.	Weight	Date
OE-1	98	300	AGEIR	——	B-B	?	?	1926
OE-2	99	300	AGEIR	——	B-B	33,475	133,900	1928
OE-3	10-15	600	GM-EMC	SW	B-B	57,675	230,700	1937
OE-4	40, 41	900	Alco	HH 900	B-B	58,375	233,500	1937
OE-5	16-18	600	GM-EMC	SW1	B-B	50,010	200,040	1939
OE-5	19-22	600	GM-EMD	SW1	B-B	49,555	198,220	1940
OE-5	23, 24	600	GM-EMD	SW1	B-B	49,870	199,480	1941
OE-6	97	600	FM-St.L.	——	?	54,550	218,200	1939
OE-7	60	660	Baldwin	——	B-B	48,675	194,700	1939
OE-7	61-63	660	Baldwin	VO 660	B-B	50,665	202,660	1940
OE-7	64, 67	660	Baldwin	VO 660	B-B	49,050	196,200	1941
OE-7	68-70	660	Baldwin	VO 660	B-B	46,518	194,070	1942
OE-8	50-52	660	Alco	S1	B-B	48,500	194,000	1940
OE-8	53, 54	660	Alco-GE	S1	B-B	49,500	198,000	1941
OE-9	90	1000	GM-EMD	NW2	B-B	61,293	245,170	1940
OE-9	91, 92	1000	GM-EMD	NW2	B-B	61,500	246,000	1941
OE-9	100-104	1000	GM-EMD	NW2	B-B	62,000	248,000	1947
OE-10	26-33	1000	BW	DS 4-4-1000	B-B	60,500	242,000	1947
OE-10	34-39	1000	BW	DS 4-4-1000	B-B	60,800	243,000	1946
OE-10	55-59	1000	Baldwin	VO 1000	B-B	60,300	241,400	1944
OE-10	71-89	1000	Baldwin	VO 1000	B-B	60,000	240,400	1940,'2-'4
OE-11	42-47	1000	Alco-GE	S2	B-B	57,604	230,416	1946-'7
OE-12	700-729	1000	BW	DS 4-4-1000	B-B	57,377	229,508	1948-'9
OE-13	10-15	600	GM-EMD	SW900 (mod.)	B-B	57,675	230,700	1956
SWE-1	2701-2714	1200	GM-EMD	——	B-B	60,650	242,600	1959
RS-1	444-450	1600	Alco-GE	RS-3	B-B	64,800	259,200	1953
RS-1b	460-475	1600	Alco-GE	RS-3	B-B	64,800	259,200	1952
RS-1	481-524	1600	Alco-GE	RS-3	B-B	62,000	248,000	1951-'3
RS-2	530-550	1600	BLHW	AS-16	B-B	62,000	248,000	1951
RS-2	551-554	1600	BLHW	AS-16	B-B	65,400	261,600	1953
RS-2b	560-563	1600	BLHW	AS-16	B-B	66,350	265,400	1951
RS-2	576-589	1600	BLHW	AS-16	B-B	65,000	260,000	1952
RS-3	600-636	1500	GM-EMD	GP7	B-B	61,500	245,980	1952-'3
RS-3b	660-666	1500	GM-EMD	GP7	B-B	61,500	246,000	1952
RS-4	800-806	2400	FM	H24-66	C-C	96,450	385,800	1953
RS-4	807, 808	2400	FM	H24-66	C-C	97,100	388,400	1956
RS-4b	860, 861	2400	FM	H24-66	C-C	96,500	385,800	1953
RS-4b	862-867	2400	FM	H24-66	C-C	97,100	388,400	1955
DP-1	900-905	1500	GM-EMD	FP7A	B-B	63,600	254,400	1950
DP-1	906, 907	1500	GM-EMD	FP7A	B-B	64,200	256,800	1952
DF-1	250A, B-259A, B	2700	GM-EMD	FTA, FTB	(B-B)x(B-B)	114,425	457,700	1945
DF-2	260A-265B	1500	GM-EMD	F3A	B-B	61,525	246,100	1948
DF-2	260A-265B	1500	GM-EMD	F3B	B-B	61,525	246,100	1948
DF-3	300A-305A	1500	Alco-GE	FA-1	B-B	61,500	246,150	1948
DF-3	300B-305B	1500	Alco-GE	FB-1	B-B	61,500	246,150	1948
DF-4	266A-283A	1500	GM-EMD	F7A	B-B	61,850	247,400	1950
DF-4	266B-271B	1500	GM-EMD	F7B	B-B	61,850	247,400	1950

Steam Locomotives

RR Class	Road Numbers	Wheel Armgt.	Cyls.	Dri.	BP	Weight	Tract Eff.	Bldr.	Date	Notes
B-4a	1251	0-6-0T	?	50	150	120,000	24,500	RDG	1918	1
T-1	2100-2102, 2104, 2110, 2126-2129	4-8-4	27x32	70	240	441,300	68,000	RDG	1945-7	2

(1) Actually listed as work equipment and used exclusively at Reading Shops.
(2) Rebuilt from Class 1-10 2-8-0's built by Baldwin 9123-1925. Renumbered from 2000's. Nos. 2100 and 2124 used for Iron Horse Rambles. Possibly 2102 and 2101 will be used next season.

Roster compiled from data supplied by W.A.W. Fister, the Reading's Supt. of Motive Power and Rolling Equipment; accurate as of June 15,1961. However, the Reading is getting ten Class OE locomotives rebuilt this year by GM-EMD at LaGrange, Ill., and renumbering them in 1500 series.

Builders: AGEIR—Alco-General Electric-Ingersoll Rand; GM-EMC—General Motors, Electro Motive Corp; GM-EMD—General Motors, Electro Motive Div.; Alco—American Locomotive Co.; FM-Fairbanks Morse; St.L.—St. Louis Car Co.; BW—Baldwin-Westinghouse; BLHW—Baldwin-Lima-Hamilton-Westinghouse; GE—General Electric; RDG—Reading Company's shops of Reading, Pa.

Nos. 97-99 have been scrapped. Nos. 10-15, Class OE-3, were rebuilt by GM-EMD to SW1900 (mod.) in 1956 and reclassed OE-13. Dimensions shown are for rebuilt units.

Units 55-59, 71, 73-75, 78, 80, 81, 88, and 89 were rebuilt to Class SWE-1 by GM-EMD and were renumbered 2706, 2708, 2711, 2710, 2709, 2713, 2704, 2703, 2705, 2707, 2702, 2701, 2713, and 2714 respectively. No. 2714 is now Class SWE-14. ●

From memory's album: scene at Reading, Pa., enginehouse showing (left to right) 2-8-2, 2-8-8-2, 2-8-2, 4-6-2, 4-6-2.
William M. Rittase, Philadelphia, Pa.

Clarence R. Weaver
No. 1820, a powerful 2-8-8-2, Class N-1sb, wheeling heavy freight across the Pennsylvania landscape at St. Clair.

PHANTOM BRASS

fiction story by CARL JACOBI

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ILLUSTRATION BY JOE EASLEY

ROCK RIVER. A water tower, an abandoned freight shed, and a dingy boxlike station huddling against a granite mountain wall. Two switchlights gleamed like snake-eyes in the gathering September dusk, one at the east end of the siding, the other at the west end, and telegraph poles marched diminishingly down the long eastern grade toward Flume, thirty miles beyond.

Inside the little depot, Walt McFee, lanky and gray-haired, leaned back in his swivel chair and idly turned the pages of a last week's newspaper. The train-wire sounder rattled incessantly on the instrument desk, clicking out endless chatter into the sultry heat of the room. It was routine stuff. Hank Garnett, the graveyard-trick dispatcher, was talking to some station farther down the line.

The sounder halted abruptly, and then began spelling out call letters, "RR — RR — RR — RR — DS — "

McFee reached over, opened the switch, and answered, "I—I—RR."

Then he poised a pencil over a pad of paper and started to copy down a train order. But he did it without interest, scribbling rapidly and finishing long before the sounder had stopped. It was the same old 11:15 order: No. 7, eastbound freight, to wait here in the passing track until the *Coast Limited* roared through. McFee had worked two years in this lonely hole, and he knew beforehand what was expected of him.

After setting the light against No. 7, he strolled out through the door to the edge of the platform. The glare in the eastern sky was still there, all right. It had grown from a pale yellow to a deep orange in the intervening hour since he had last looked at it. Bad business!

For a week or more, this forest fire had been eating a trail of desolation through some of the finest woodland in the state. Bruce Henderson, the young op at Flume, had kept him posted on its steady advance. And messages had come through from the dispatcher, tightening up the schedule because no lumber trains could get through on the inland timber spur.

The oldtimer stepped back into the station and sat down again and mused: *Wonder how Henderson likes it down there close to the hot country? He's an oddball. Got some funny ideas. But he's a nice kid.*

McFee closed his eyes a moment in retrospection. Yes, Henderson was strange. Came from Montreal. A month ago, before his transfer to Flume, he had worked the day shift here at Rock River. A steady and ambitious operator, scarcely in his twenties, he had an engaging smile and a precise touch to the key. McFee liked him, even though he didn't go for the kid's ideas.

Spiritualism. That was Henderson's faith. He became interested in the subject just after the death of his sweetheart, a pretty French-Canadian girl, whose snapshot he carried in his wallet along with his O.R.T. card. The kid must have loved her a lot; he wore on his little finger the engagement ring he'd given her.

Henderson had brought along some books about spiritualism when he came to Rock River—books by Sir Oliver Lodge and other writers—and subscribed to a little paper called *The Doorway* that was tossed off the 2:15 local on the first of each month.

Queer stuff. At first McFee thought it was sheer bunk. All about communications with loved ones who were dead and waiting to talk to us from the world beyond. But Henderson seemed to accept it all, and tried to convince McFee. The way he put it did sound logical.

"Everything in the universe," the kid explained with a strange light in his eyes, "leads us to believe that life does not end with the material death of the body but goes on into some higher and finer existence. You believe that, don't you?" he asked earnestly.

"Sure, Bruce," the oldtimer agreed. "I've been to church."

"The world to which the dead depart is, of course, a spiritual world," Henderson went on. "Yet it is close to our own. The boundary wall is thin and can be crossed. Who knows?"

McFEE missed the boy when he left. The new day man was a taciturn Scot, a cold fundamentalist, and the loneliness and monotony of the Rock River station had become a reality once more. Only one bright spot remained in the recent turn of events. Henderson, at the Flume station, had been assigned the same trick as McFee's, which meant that when things were quiet they could use the station-wire for conversation.

No. 7 arrived on time and waited, puffing impatiently until the *Coast Limited* rounded the curve, screeched a greeting with a blast of its whistle, and disappeared down the grade. A moment later the freight, too, was only a winking tail-light, and Walt McFee stood alone. Nothing more, he reflected, until 12:26 when that crack varnish, No. 12, the *Pacific Mail,* would shoot by like a frightened rocket.

But the fire down in the valley must be getting worse. Standing there on the platform, the oldtimer looked into a sky that was flushed and sullen. From north to south, high over the horizon, stretched a lurid crimson glare like the advance of a premature dawn. And sweeping to his nostrils came that same pungent smell that had been growing steadily for days. Smoke!

Inside the depot again, McFee switched in the station-wire and called Flume. When Henderson replied, he asked, "How's the fire?"

The sounder broke into a terse account of the conflagration. And as he listened McFee tightened his lips.

That increasing glow in the sky told a true story. The fire had become worse. On a front of thirty miles or so it was devouring virgin timber and jumping the cut-over areas as quickly as if they had been only a yard wide. The whole western ridge had been wiped out. People living around Flume were making a frantic exodus for safety. Many little woodland creatures had perished horribly.

McFee thought: *If that ain't like the spiritualist kid, thinking of birds and beasts at a time like this!* Aloud he asked, "U think fire will get far as Flume?"

The reply shot back: "No. River too big a gap. NM NW. (No more now.)"

For a long time after that, the oldtimer sat listening to the flow of conversation over the train-wire. At 11:55 he heard the Rockport man, thirty miles north, report to the dispatcher. The *Pacific Mail* was "by" there. McFee peered absently out of the bay window and made sure the light was green.

And then, without warning, the one kind of hell feared by all railroad men broke loose. The wire suddenly went dead! West, it was all right. But east, where it ran through the fire district, communication had ceased. Poles burned down. Half of the division was running blind!

McFee swore and called Henderson immediately. If there were any news, Flume was the place to get it. A moment later the sounder began its chatter, and the old Rock River operator was mentally decoding Morse. It came in Henderson's smooth style.

But halfway through the first sentence McFee sat rigid and stared in astonishment. Good Lord, something was wrong with the kid. He must be drunk—or something. Nobody in his right mind would dare to send such stuff over the wire.

All the familiar "boxcar abbreviations" were missing. Henderson was spelling out his message word for word, an insane message, an impossible message that seemed to shout:

"Death is a beautiful thing. It is merely a transition from this life to the spirit world beyond. One should not fear it. Those who have lived on this earth are living again. They are waiting for us just beyond the doorway. They try to speak with us but we do not listen. We are foolish not to listen. They could tell us many things and advise us as to the future. Death is not horrible. It is but a natural . . . ."

McFee slammed open the switch and pounded his own key: "Stop it! U gone nuts? Don't send that stuff over the wire. Cut it!"

A few more meaningless words rattled in; then the sounder stopped abruptly. Henderson put his "sine" on the message without further ado.

The Rock River man slumped in his chair. It was bad business letting an irresponsible kid handle a key.

A crazy operator at Flume and the wires down beyond, cutting off all messages from the dispatcher's office. This was a night!

ABRUPTLY McFee got to his feet and paced back and forth the length of the room. Everything was quiet now; no sound save the old alarm clock as it pushed its ticks slowly through the heat. Outside, the darkness seemed to gather around the open door and window like a velvet curtain.

All this talk about death and life in the other world—it was enough to give you the creeps. Made a man shudder when he heard it come over the wire like that. Yep, the kid must have taken his girl's death pretty hard, to act that way. In a way, you couldn't blame him.

A long drawn-out whistle sounded from far off. McFee glanced absently out of the open doorway. No. 12, the *Pacific Mail,* was entering the hairpin bend five miles to the northwest on the canyon rim. It would be thundering by the station any moment now.

Funny about Bruce Henderson, he was sober and sincere most of the time. Only occasionally, when he gave in to that bug of his and babbled spiritualism, he seemed to lose his balance. Henderson could believe what he wanted to, but he had no business sending such drivel over the line. It would serve the kid right if some other operator reported it to the dispatcher and he lost his job.

Once again that whistle came, nearer now, shrieking high in the air like the discordant wail of a giant violin. And then McFee stiffened as though shot. The sounder on the instrument desk had suddenly leaped into life. It was sputtering, hammering like mad, repeating call letters over and over: "RR—RR—RR—RR—"

The oldtimer flung over the switch and quickly pounded out his reply: "I—I—RR."

Then came the question, "No. 12 by thr yet?"

The Rock River operator listened in bewilderment. That touch on the brass was familiar. It was evenly-spaced and precise in the Henderson manner he knew well. Yet it didn't seem to be Bruce Henderson. It had a curious staccato crackle that sounded like bottles breaking under heat.

McFee raced his answer: "No. 12 due hr one min. WO R U?"

The brass chattered back: "Hndersn, of course. For God's sake stop No. 12! River trestle burned out by advancing forest fire. Stop her! Stop her! Stop . . ."

The last words were still pounding into the room when McFee leaped across to the other wall and pulled the red signal on the outside semaphore.

He was barely in time. Even as the connecting rod groaned under the movement, a shaft of white light wheeled around the canyon and transformed the rails into twin ribbons of silver. Came the back of the exhaust, the roaring of steel against the rail joints, the thunder of the big 2-8-2.

McFee snatched up a lantern and ran out on the platform. But the engineer of the oncoming *Mail* had seen the signal against him and answered with two

short screams of his whistle. A moment later the train stopped at the station, and McFee was shouting the news into the ears of an excited conductor and engineer.

SUPERINTENDENT WINTER, a man with sparse silver hair and rimless spectacles, looked across his flat-topped desk and toyed with a pencil.

"You deserve special citation, Operator McFee," he said. "Had it not been for your excellent foresightedness when the wires on the eastern half of the division were down, the *Pacific Mail* and everyone aboard her would have gone into the river. That means a great deal to the road, and we are proud to thank you."

Walt McFee squirmed uneasily. "But I don't deserve any credit, sir," he said. "I only obeyed orders from the kid down in Flume."

"Flume? I don't understand."

"Why," McFee cleared his throat, "it's simple enough, sir. Henderson, the operator at Flume, warned me just before the *Mail* arrived at Rock River that the trestle was down. He ordered me to stop Number 12, and I did."

For a moment Mr. Winter sat silent in his chair, gazing at the man before him. Then he rose to his feet and moved around to the front of the desk.

"You say you received a call from Flume, informing you of the destruction of the trestle? I didn't know it. When did you get that message?"

"At twelve twenty-five," McFee replied without hesitation. "Number Twelve was due at Rock River at twelve twenty-six."

The official stood motionless, his gray eyes narrowing to slits. "Twelve twenty-five?" he said slowly. "Are you sure?"

"Positive. Why, sir?"

"Listen, McFee," Mr. Winter explained, "the forest fire swept into Flume with express-train speed, but because of a cross wind it struck only the tail end of town. Only two buildings lay in its path, one of them being the station. Henderson was caught in that burning matchbox before he knew what had happened. The fire destroyed the trestle a few minutes later. But when the villagers finally fought their way into the station, they found that a beam from the falling roof had struck the operator on the head and apparently killed him instantly."

McFee nodded silently.

"I have the boy's personal effects here," the official went on, "sent to me to forward to his relatives in Canada: a wallet, some letters, a girl's picture, a diamond ring, and a watch. The blow from the crashing beam must have shattered that watch at the same moment it killed Henderson!"

The superintendent crossed back to the desk, opened a drawer, and took out a blackened timepiece with a cracked crystal and broken stem. For a moment he stared down at it. Then he looked at McFee.

"Considering what you've told me," he said solemnly, "it's very strange. As you know, an operator's watch should always be correct to the split second. That's a rule we've always upheld. But according to the hands, he was killed at exactly twelve-fifteen. At twelve-fifteen, do you understand?"

McFee tried to say something but couldn't. He could only listen.

"The last message you received was sent ten minutes after the operator was killed! It's incredible. If I were a spiritualist I might think things. But maybe Henderson's watch was ten minutes slow." His voice trailed off into silence.

McFee's mind was in a whirl. He thought of Bruce Henderson's eager young face, remembered that strange message about death and the other world, and at length he muttered: "Yes, I suppose the watch could have been slow, and yet I wonder . . ." ●

Soo Line Locomotives

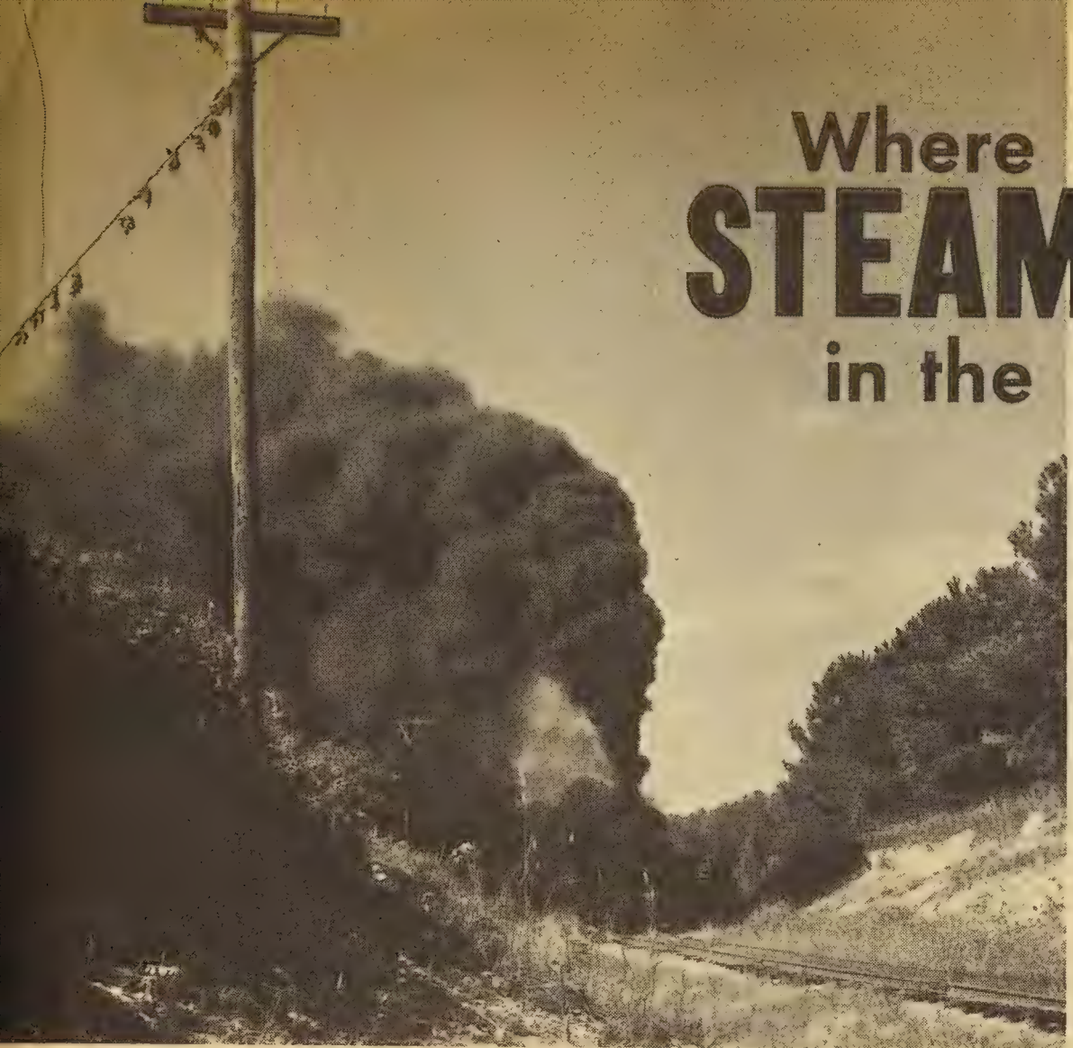
Roster compiled by Sy Reich

Soo Line Road Nos.	Former Owner	Former Road Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Eff.	Weight	Date
100-103	DSS&A	100-103	1000	Alco-GE	RS-1	B-B	60,875	243,500	1945,'7
104-106	DSS&A	104-106	1000	Alco-GE	RS-1	B-B	61,875	247,500	1947
107	DSS&A	107	1000	Alco-GE	RS-1	B-B	61,550	246,200	1951
200A, B-204A, B	MSP&SSM	200A, B-204A, B	1500	GE-EMD	F3A	B-B	57,700	230,700	1947-'8
205A, B-209A, B	MSP&SSM	205A, B-209A, B	1500	Alco-GE	FA-1	B-B	59,500	238,000	1948
210A, B-211A, B	MSP&SSM	210A, B-211A, B	1500	Alco-GE	FA-1	B-B	58,250	233,000	1949
212A, B-214A, B	MSP&SSM	212A, B-214A, B	1500	GM-EMD	F7A	B-B	57,500	230,300	1951-'2
300-301	MSP&SSM	300-301	1000	GM-EMC	NW2	B-B	62,640	250,560	1939
310	MSP&SSM	310	1000	Baldwin	V0 1000	B-B	60,933	243,730	1945
311, 312	MSP&SSM	311, 312	1000	BW	DS 4-4-1000	B-B	57,735	229,500	1949
313, 314	MSP&SSM	313, 314	1200	BLHW	S-12	B-B	59,250	237,000	1952
315-319	MSP&SSM	315-319	1200	FM	H12-44	B-B	60,745	242,980	1952,'4
320	MSP&SSM	320	600	GM-EMC	SW1	B-B	50,630	202,520	1939
321-328	MSP&SSM	321-328	1200	GM-EMD	SW1200	B-B	61,795	247,180	1954-'5
350-353	MSP&SSM	350-353	1000	Alco	RS-1	B-B	60,575	242,300	1954
360-367	MSP&SSM	360-367	1500	BW	DRS 4-4-1500	B-B	63,250	253,000	1947-'8
368-371	MSP&SSM	368-371	1500	Alco-GE	RSC-2	A1A-A1A	40,425	242,500	1949
372-374	MSP&SSM	372-374	1600	Alco-GE	RSC-3	A1A-A1A	41,795	250,760	1950
375-378	MSP&SSM	375-378	1500	GM-EMD	GP7	B-B	60,075	240,300	1950-'1
379, 380	MSP&SSM	379, 380	1600	BLHW	AS-16	B-B	64,000	256,000	1951
381-383	MSP&SSM	381-383	1500	GM-EMD	GP7	B-B	60,075	240,300	1952
384-387	DSS&A	200-203	1500	BW	DRS 6-6-1500	C-C	82,450	329,800	1949-'50
388-390	DSS&A	204-206	1600	BLHW	AS-616	C-C	81,550	326,200	1951
391, 392	DSS&A	207, 208	1600	BLHW	AS-616	C-C	83,000	332,000	1951-'2
393, 394	DSS&A	209, 210	1600	BLHW	AS-616	C-C	82,275	329,100	1952-'3
395	DSS&A	211	1600	BLHW	AS-616	C-C	89,500	358,000	1953
396-399	DSS&A	300-303	2000	BW	DT 6-6-2000	C-C	88,687	354,750	1949-'50
400-414	MSP&SSM	400-414	1750	GM-EMD	GP9	B-B	61,585	246,340	1954-'7
500A-503A	MSP&SSM	500A-503A	1500	GM-EMD	FP7A	B-B	64,200	256,500	1949-'51
500C-503C	MSP&SSM	500C-503C	1500	GM-EMD	F7B	B-B	64,200	256,500	1949-'51
504-505	MSP&SSM	504, 505	1500	GM-EMD	FP7A	B-B	64,300	257,200	1952
550-558	MSP&SSM	550-558	1750	GM-EMD	GP9	B-B	62,885	251,540	1954-'6
2100-2102	WC	2100-2102	900	GM-EMC	NW1A	B-B	63,250	253,000	1938
2103-2107	WC	2103-2107	1000	Alco-GE	S2	B-B	57,750	231,000	1942,'6
2108	WC	2108	1000	GM-EMD	NW2	B-B	61,410	245,640	1948
2109, 2110	WC	2109, 2110	1000	Alco-GE	S2	B-B	57,500	230,000	1949
2111-2115	WC	2111-2115	1200	GM-EMD	SW9	B-B	61,775	247,100	1952
2116	WC	2116	1000	Alco-GE	S4	B-B	57,500	230,000	1952
2117-2119	WC	2117-2119	1200	GM-EMD	SW9	B-B	61,775	247,100	1953
2120-2127	WC	2120-2127	1200	GM-EMD	SW1200	B-B	61,795	247,180	1955
2200A, B	WC	2200A, B	1500	GM-EMD	F3A	B-B	57,000	228,000	1948
2200C	WC	2200C	1500	GM-EMD	F3B	B-B	57,000	228,000	1948
2201A, B-2203A, B	WC	2201A, B-2203A, B	1500	GM-EMD	F7A	B-B	58,400	233,700	1949
2201C-2203C	WC	2201C-2203C	1500	GM-EMD	F7B	B-B	58,400	233,700	1949
2204C	WC	2204C	1500	GM-EMD	F7B	B-B	58,400	233,700	1952
2220A, B-2223A, B	WC	2220A, B-2223A, B	1500	Alco-GE	FA-1	B-B	58,250	233,000	1949
2224A, B-2230A, B	WC	2224A, B-2230A, B	1500	GM-EMD	F7A	B-B	57,500	230,300	1950,'1,'3
2360-2368	WC	2360-2368	1000	Alco-GE	RS-1	B-B	60,575	242,300	1950-'2
2380	WC	2380	1600	Alco-GE	RSC-3	A1A-A1A	41,850	251,100	1951
2381	WC	2381	1750	GM-EMD	SD9	C-C	74,150	296,600	1954
2400-2413	WC	2400-2413	1750	GM-EMD	GP9	B-B	61,585	246,340	1954,'6,'7
2500A, 2501A	WC	2500A, 2501A	1500	GM-EMD	FP7A	B-B	64,245	256,900	1949-'50
2500C, 2501C	WC	2500C, 2501C	1500	GM-EMD	F7B	B-B	64,245	256,900	1949-'50
2550-2554	WC	2550-2554	1750	GM-EMD	GP9	B-B	62,885	251,540	1954
2555, 2556	WC	2555, 2556	1750	GM-EMD	GP9	B-B	63,250	253,000	1955-'56

Roster compiled from data supplied by Soo Line Chief Mechanical Officer; accurate as of June 14, 1961. Abbreviations used. DSS&A—Duluth, South Shore & Atlantic; MSP&SSM—Minneapolis, St. Paul & Sault Ste. Marie; WC—Wisconsin Central; Alco—American Locomotive Co.; GE—General Electric; GM-EMC—General Motors—Electro Motive Corp.; GM-EMD—General Motors—Electro Motive Div.; BW—Baldwin-Westinghouse; BLHW—Baldwin-Lima-Hamilton-Westinghouse; FM—Fairbanks Morse. ●

Where to Find STEAM TODAY in the Carolinas

Story and Pictures
by BILL DEPPE
of Pollocksville, North Carolina



The Rockton & Rion's No. 19 climbs a grade with twelve loads of gravel.

LOOKING for steam power? One good place to start from is Asheville, North Carolina. You'll find all of the live steam left in that state within 100 miles of Asheville. Presumably you'll drive; nearly everyone has a car these days. So come on down. Bring along your toothbrush, safety razor, camera, and plenty of film. Also the wife and kids and family dog, if you have any. Late fall is the ideal time for such a tour.

Okay, you're now in Asheville. Your first junket could be to Robbinsville in the Great Smokey Mountains, home of the little Graham County Railroad. Take US Route 19 westbound to Topton, turn off on 129, and after ten more miles of burning up gas you are there. Total distance each way, 95 miles.

En route, you could stop off at the Cherokee Indian Reservation for a 15¢ ride on Ole Smokey, a miniature railroad with two puffing engines painted green in the Southern tradition. Also at Cherokee, N.C. is a full-size, narrow-gage, tourist railroad known as The Cherokee Chief, powered by *Albert*, a Davenport 4-6-0 built in 1911. This is one of two slim-gage passenger railroads that run within easy driving distance of Asheville, the other being the Tweetsie.

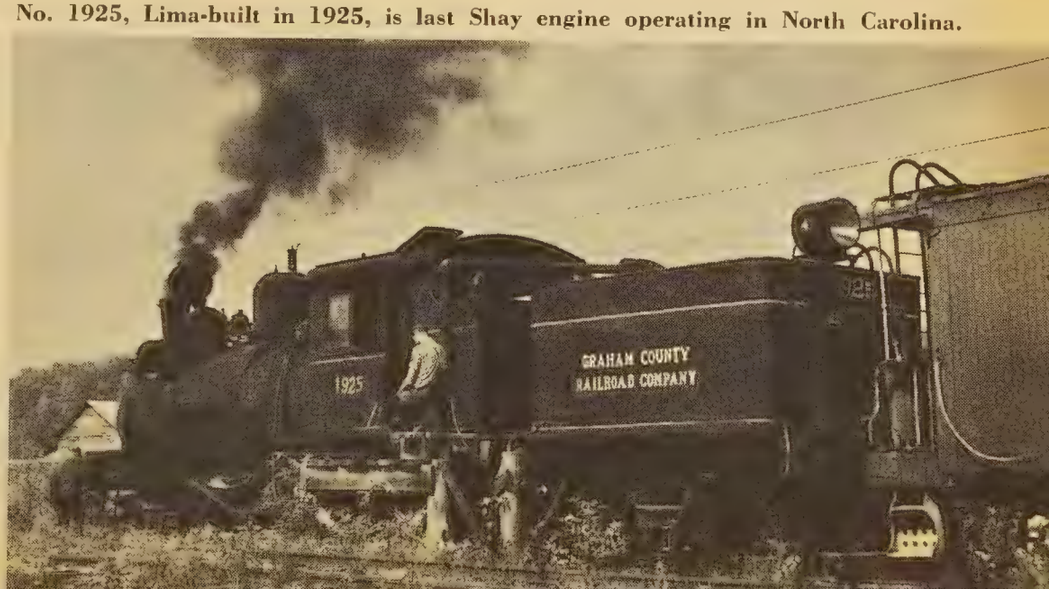
Graham County Railroad has 12 miles of standard-gage track running between Robbinsville and Topton, where it connects with the Southern. Although a sawmill company owns it, the GC, oddly enough, is not a logging road. Five days a week it hauls general freight, using a Shay, No. 1925, the last of her breed still operating in the Carolinas. The same road has another Shay, No. 1926, that is being cannibalized for parts. Lima built both Shays in 1925, which explains the number.

Best place to shoot the live Shay is Robbinsville. The track passes the highway in a few places, but most of the right-of-way runs *alongside* the mountain, with many curves and grades, while the highway goes *over* the mountain. You'd probably waste a lot of time if you drove along the highway between Robbinsville and Topton trying to spot the steamer. But you won't have any trouble with the natives. They're uncommonly friendly. One thing to watch is your exposure. The Shay is much darker than the background, so if you over-expose your film the engine will come out black with little detail.

Many years ago, the narrow-gage East Tennessee & Western North Carolina was a familiar sight in the mountains of western North Carolina. Today it is standard-gage, but one of its narrow-gage engines is in active service on the Tweetsie, a tourist road with headquarters at Blowing Rock, N.C. To get there you take US 23 north out of Asheville across 67 miles of rugged mountains. But don't rush. You'll find interesting stops along the way.

First, make a side trip to Burnsville, N.C., home of the Yancey Railroad. Although this shortline is operated by a small GE diesel, you might want a shot

No. 1925, Lima-built in 1925, is last Shay engine operating in North Carolina.



Rockton & Rion's 2-8-2 whistles for a highway crossing—two long, one short, and one long—near Rockton.

The Tweetsie narrow-gage tourist road got its name from this 4-6-0 locomotive.

of it for your picture collection. Also at Burnsville you can ride a miniature steam railroad powered by a scale model of a Union Pacific 4-8-4.

And don't fail to visit Erwin, Tenn., main offices and shops of the now-dieselized Clinchfield. If you stop in the office they'll give you a guided tour of the plant with true Southern hospitality. One engine you'll see there is No. 1, a Ten-wheeler built by the Pennsy in 1882, sold to the Clinchfield in 1902, and last operated in '55. The road is holding her until the town of Erwin places her in a park.

As you leave Erwin you'll see four of the big 600's formerly used by the Clinchfield. These 4-6-6-4's were among the last steamers built in America. Alco turned 'em out in '47 and they made their graveyard runs in '53—a short life, indeed, for great locomotives.

AT LENGTH you get to Johnson City and the ET&WNC, which is still steam-operated. The engines are painted shiny black and bright silver with touches of red. This shortline covers about 12 miles, between Johnson City and Elizabethton. Since it has neither a turntable nor wye, its two engines run in reverse to Elizabethton and then forward to the home terminal. These engines are ex-Southern 2-8-0's: Nos. 207 (Alco, 1904) and 208 (Baldwin, 1903). Both are kept in A-1 condition. If you ask courteously, you may be permitted to ride the cab of one. That would be a happy event.

Deep in the mountains northeast of Asheville and just beyond the village of Blowing Rock on highway 321 you'll find the narrow-gage Tweetsie Railroad, with a real steam locomotive—two of them, in fact: Nos. 12 (4-6-0), the *Tweetsie;* ex-ET&WNC of the 1880's, and 190 (2-8-0), the *Yukon Queen,* ex-White Pass & Yukon.

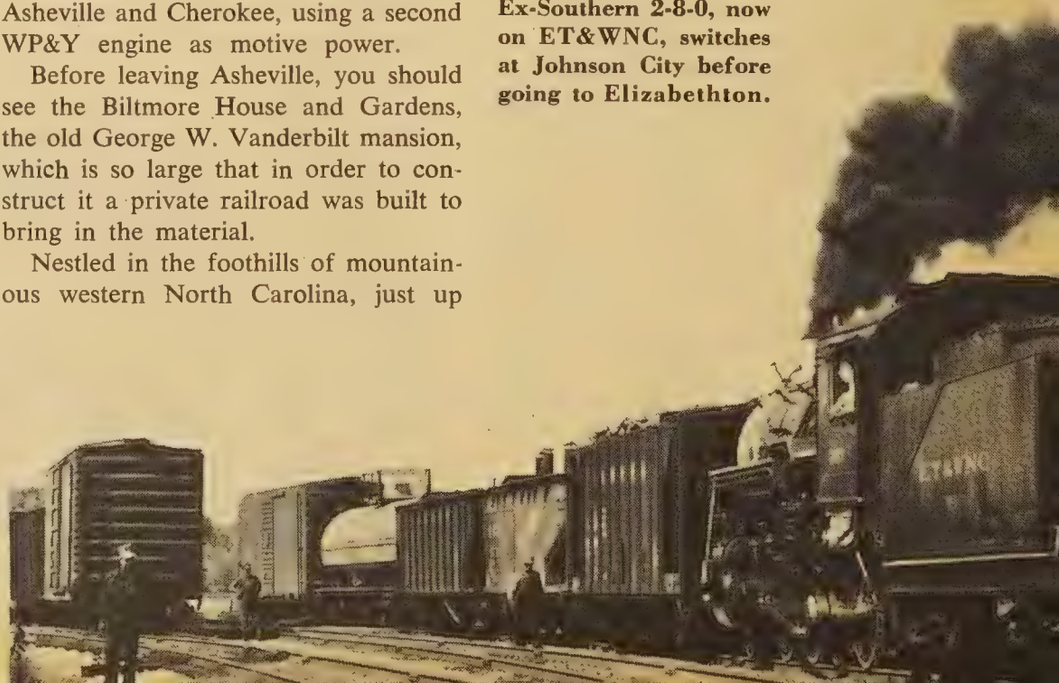
The multi-colored rolling stock came from ET&WNC and other roads. Brightly-painted engines and Western atmostphere will make your visit memorable. As part of the fun you'll enjoy a train robbery, an Indian raid, and a ride over an old-fashioned three-deck trestle 50 feet high. Tweetsie has become so popular that its owners plan to build another steam passenger road at Gatlinsburg, Tenn., not far from Asheville and Cherokee, using a second WP&Y engine as motive power.

Before leaving Asheville, you should see the Biltmore House and Gardens, the old George W. Vanderbilt mansion, which is so large that in order to construct it a private railroad was built to bring in the material.

Nestled in the foothills of mountainous western North Carolina, just up the road a bit from the South Carolina state line, ten miles off Route 74 on 221-A, is Cliffside. Also Cliffside Railroad, which is all-steam and aims to stay that way. If you arrive in town after lunch you are likely to meet the daily train to Avondale on its way to set out and pick up cars from the Seaboard Air Line. Wait around a bit and you can have the joy of following a steam train on its five-mile run back to Cliffside. This line has two coal-burners. No. 40, (2-8-0), Baldwin, 1911, used to run on the Carolina & Northwestern of the Southern System and then on the Lancaster & Chester. The other steamer, No. 110 (2-6-2), Vulcan, 1920, came to the Cliffside in 1932 from a Georgia sawmill road. The two engines run usually in turn, one at a time.

When I blew into town, No. 40 was loafing before returning to work. No smoke or steam. How was I to get a good action shot? Knowing how friendly most railroaders are, I asked the fireman for help. He shook down the grate and shoveled coal into the fire-

Ex-Southern 2-8-0, now on ET&WNC, switches at Johnson City before going to Elizabethton.



The *Yukon Queen*, on the Tweetsie Railroad, was White Pass & Yukon No. 190.

box. Soon I saw all the smoke and steam you would want. This is a little trick that photographers of steam engines should know. Then the engineer showed up, opened the throttle, and I took a picture.

The Cliffside has an ancient side-door caboose, painted red—a type that the ICC outlawed on big roads many years ago. A similar crummy, painted green, operates at Taylorsville, N.C., on the Alexander, a road powered by a 44-ton GE diesel—rare combination of old and new.

Incidentally, you can see a few inactive steamers in North Carolina; Aberdeen & Rockfish No. 40, an Alco-built 2-8-2 stored in good condition in a shed at Aberdeen; two Atlantic & Western 2-8-0's, both ex-Norfolk Southern, rusting their hearts out in the Sanford yard; the Atlantic Coast Line's No. 250 (2-8-0), Baldwin, 1910, held for display; and the Southern's No. 542 (4-6-0), Baldwin, 1903, which worked for years on a Southern-controlled shortline, Atlantic & Yadkin, and is now in a Winston-Salem park. Visit as many of them as you can.

BEFORE looking up South Carolina steam, it is interesting to note that the Piedmont & Northern has two old juice engines stored in Charlotte. The P&N was the last electric railroad in the Carolinas.

Well, now we're down in South Carolina at the capital, Columbia. By driving 85 miles south we reach Hampton, home terminal of the Hampton & Branchville, which owns two 4-6-0's, both stored. Or if you head east out of Columbia on US 76 you cross the ACL main line at Florence, where ACL steamer No. 1031 is on display behind the railroad hospital. She's a 4-6-0 built by Baldwin for ACL in 1913 and assigned for several years to the East Carolina Railway at Farmville, N.C. With EC's name still on her tender, this Ten-wheeler spent her last working years on the Virginia & Carolina Southern, another ACL-controlled shortline in the same state. As ACL's last active steamer, she was placed on permanent display in January '59 as a tribute to the road's vanished steam roster.

Saddle-tank (0-4-0T) No. 5 works five days a week for the Edgmoor & Manetta, a shortline at Lando, South Carolina.

One of the R&R's two saddle-tank engines is seen at a quarry.

No. 250 is one of the few steamers ACL has left.

The Rockton & Rion's largest engine, a 2-8-2, is backing down to the quarry.

Rare, indeed, is this old side-door caboose on the Cliffside Railroad.

South Carolina has two all-steam shortlines, both north of Columbia: the Rockton & Rion, largest steam operation in the Carolinas, near Rion, 28 miles from the capital, and the Edgmoor & Manetta, 35 miles further on, at Lando.

Take Route 321 out of Columbia to Rockton to see the R&R. Then continue up that same highway to Chester, turn into 9 eastbound for ten miles, then left on 901 for four miles and you are at Lando.

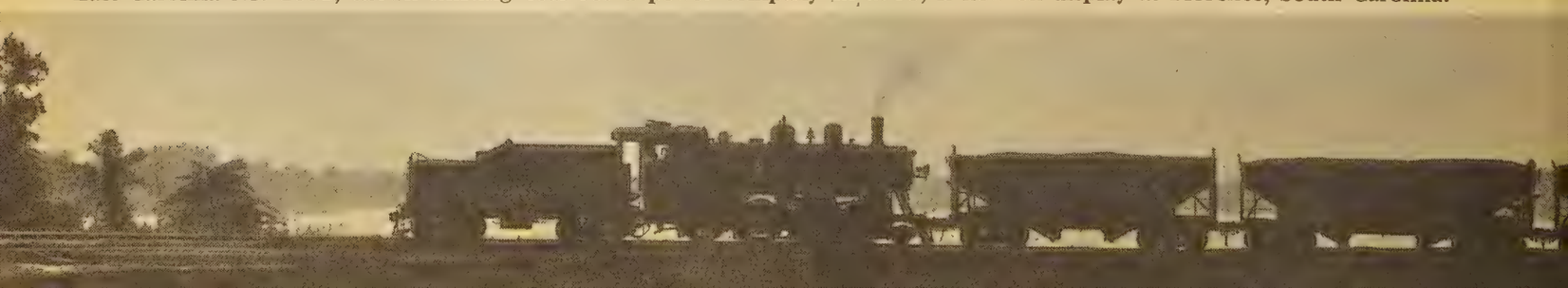
R&R is a quarry road boasting 12 miles of track between Rockton and the Rion quarry and between Rion and the Anderson quarry. The area is hilly, with picturesque grades and cuts. Nothing brings out the beauty of railroading like the sight of a steam loco puffing dark smoke clouds while working a string of cars up a grade. R&R hauls building stone and crushed gravel from the quarries to a Southern connection at Rockton. Its shops are located at Anderson quarry. Here you will find the locomotives, when not in use, awaiting their turn on the road. The big hook also is kept there, along with cars needing repair.

The line has four steamers. Its largest, No. 19 (2-8-2), was built by Baldwin for Woodward Iron Co., Birmingham, Ala., in 1906, the year *Railroad Magazine* began publication, and came to the R&R in 1936. Alco built the other road engine, No. 712 (2-8-0), for ACL in 1903, which sold her to R&R in 1943. The R&R also has two 0-4-0T's which were used in the construction of Lake Murray Dam near Columbia. All four are kept in good running order.

The E&M operates three miles of track, shuttling cars between a Lando industrial plant and the Seaboard connection at Edgmoor. Its entire motive power is 0-4-0T saddle-tank engine No. 5, Porter, 1912. You must get permission to enter the grounds to photograph her.

While touring the Carolinas I saw much evidence that the old steam engines were close to the hearts of people who lived along or near the right-of-way. They really enjoy the sights, sounds, and smells of steam railroading, even as you and I. ●

East Carolina No. 1031, shown shifting coal for a power company in 1958, is now on display at Florence, South Carolina.



Interesting Railfans – No. 5

DAVE MORGAN

by Freeman Hubbard

Dave rides a caboose on the Winston-Salem Southbound Ry. in North Carolina.
Philip R. Hastings

WE MET in Youngstown, Ohio, at a luncheon given by John W. Barriger to mark the opening of the Pittsburgh & Lake Erie's new push-button yard. Side by side at the well-filled table sat David Page Morgan, editor of *Trains,* and the editor of *Railroad Magazine,* coming together for the first time at a point about midway between our respective offices in Milwaukee and New York.

I was eager to talk shop. This, I felt, was a great opportunity to discuss mutual problems of rail editors. Both of us had been, briefly, reporters in our early youth. Now, I thought, it's going to be a letting-down of hair, rival editors interviewing one another, each man giving his private opinions of readers who write unreasonably long letters, railroad publicity men who grind out drivel, and the difficulty of getting really good authors at a price you can afford to pay.

But nothing happened. Much to my surprise, Morgan said hardly a word. He parried my questions with laconic answers. I could not get him to open up. Later, I asked a friend, Jim Scribbins, president of the Milwaukee Chapter of NRHS: "What sort of fellow is Morgan? You know him pretty well. Is he a machine or a railfan zombie?"

Jim took my kidding seriously. "Morgan," he hedged, "is possibly somewhat reserved. He is not given to idle chatter. Being only a business acquaintance, I know very little of his private life, but Morgan is definitely not a machine and is certainly not a railfan zombie."

In private life Dave is a bachelor. He lives alone in a modern apartment overlooking the Milwaukee Road's main line in suburban Wauwatosa, Wisconsin. Like his boss, Al Kalmbach, he belongs to the Railway & Locomotive Historical Society. He is independent in politics and doesn't go in for sports but enjoys such humor as Laurel & Hardy and Marx Brothers. He has no animal pet or hobby—unless you'd call reading books and magazines a hobby.

"With me," he says, "profession and avocation are inseparable, but I'll read almost anything."

Dave is dedicated to his job. He is a Presbyterian, but apparently regards *Trains* magazine as a close runner-up to the Bible. Of the 110 fellows and gals on Kalmbach's payroll, Dave is the only one privileged to bypass regular office or shop hours in favor of a schedule which permits writing overtime when his office is quiet.

"Usually," he says, "I show up at the plant between 10:30 and 11 a.m. and don't leave till 9 or 10 at night, besides spending most of my week-ends writing railroad articles and editorials."

Such devotion to duty is fine. A female member of the Kalmbach staff explains it by saying, "Dave Morgan is shy." Steam and trolley fans who resent *Trains'* preoccupation with diesels hold the opposite view. They charge him with being arbitrary and opinionated.

We put the matter up to Dave himself, by mail. He met it head-on. He usually does that, no beating around the bush—a trait I admire. Although he claims to be "reasonably objective on such touchy issues as mergers, diesels, the current work-rules controversy, and passenger-train retrenchment," his frank editorials in *Trains* have been known to stir up hornets' nests.

Says he: "Writers and editors should be read and not heard or seen. Both writing and editing are hard, demanding, all-consuming work, which is why few people in the trade have much left over with which to impress outsiders in face-to-face meetings. I, for one, perfer to be judged and accepted or rejected on the basis of what comes off my typewriter."

He has authored two hard-cover books: *Steam's Finest Hour,* which we reviewed by saying, "For sheer magnificence, this is the book to end all steam-photo books," and a modest volume for children, *True Adventures of Railroaders.* As for the latter, human interest is not Dave Morgan's strong point.

His first signed articles were not in *Trains* but in *Railroad Magazine*: "Flagler System Motive Power" in our Jan. '48 issue and "What Is a Good-Looking Locomotive?" two months later.

Dave is a Southerner. Born in Georgia on St. Patrick's Day, 1927, he was raised in Kentucky and went to college

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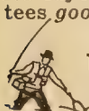

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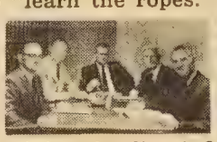

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in Texas. We don't know how he feels about states' rights or racial equality. His background is both railroadish and religious. At one time his father was employed in England at the London & North Western's Crewe Works, is now a Presbyterian minister in Alabama. Which reminds me of my own Dad: 43 years on the Pennsy payroll and at the same time a Baptist preacher.

Dave's future was cut out for him on Labor Day morning in 1947 when he met Al Kalmbach for the first time at the North Shore station in Milwaukee. The two men looked at some roundhouses together. That December, *Trains* came out with the first of a long series of Morgan by-lines: "Can Steam Locomotives Be Standardized?"

"A year later," Kalmbach tells me, "we had an opening for an editorial assistant on *Trains* and I wrote Dave Morgan. Back came a wire, 'Reporting Monday morning.' He has been with us ever since, except for a stint in the Air Force during the Korean upheaval, and was promoted to editor in January of 1953."

Dave's pet peeves include two big national time-wasters: TV, with its usually mediocre programs and even worse commercials, and the excessive emphasis on the automobile, which has become a sort of tin god in the American way of life. He also dislikes low-profile diesel hood units, Hollywood's dearth of real humor, and cliches in speech and printed matter, particularly the misuse of such words as *terrific* and *wonderful.*

Of *Trains,* with its ABC net circulation of 37,000, he says: "In some measure it has fulfilled Kalmbach's original aim to create a magazine about railroading that would be at once readable and significant."

As we see it, *Trains'* editorial policy is almost solidly a railfan appeal, unlike that of *Railroad,* which caters in large degree to "rails" as well as fans.

There are other differences, too. Due to the nature of its advertising, *Trains* is obliged to stress modern operation to a greater extent than many of its readers desire, although this emphasis has changed somewhat in recent months with the dwindling of railroad company ads in *Trains* and the elimination of all periodical advertising by the Association of American Railroads.

"Perhaps the biggest obstacle facing us," Dave writes, "is pleasing both the reader who thinks that railroad romance began to die about thirty years ago and the one who says, 'Good riddance to the steam locomotive!' I am proud of some 'impossible' jobs that the *Trains* staff has accomplished—such as running 10,000-word stories in 60-page issues without serious damage to overall editorial balance, reviving the Annual Passenger-Train Speed Survey which *Railroad Magazine* had dropped, and achieving at least fair success in making overseas rail material interesting."

Information reaching us from other sources indicates that the amount of space which *Trains* devotes to foreign railroading is a source of irritation to a small segment of its readership.

"The most annoying of the so-called poison-pen letters we get," Dave goes on, "are mailed in our own business reply envelopes invariably unsigned. Usually they deal with the magazine's attitude toward diesels and or the work of the diesel fireman."

Like all of us, Dave Morgan had embarrassing moments. A few years ago he was asked to prepare and narrate a script on Grand Central Terminal for the *Omnibus* show on NBC television. The program was timed down to thirty-second intervals and at six p.m. he was positioned on camera alongside the locomotive of the *20th Century Limited.*

"The script called for me to see a TV commentator onto the engine and then to describe the train as it departed," Dave recalls grimly. "But passengers for the transcontinental Pullman couldn't get aboard in time because—for the camera man—we had a duplicate train crew lined up alongside that sleeper, and the carmen had difficulty in uncoupling the steam line under the observation car.

"So the *Century* stood there five minutes, which while facing a TV audience estimated at millions of people, seemed like five years. There was only so much I could say, off the cuff, about a stainless-steel Budd sleeper—the only thing visible behind me—and it didn't require five minutes. Needless to add, that television performance did not win any awards."

Dave thinks the railroads have a bright future. "The train," he says, "is still the economic wonder of mass transportation."

"Personally, I am content with all of the flanged-wheel world—from the streetcars that carried me to high school in Louisville, Ky., to the forthcoming Krauss-Maffei diesel-hydraulics from Germany for the Rio Grande and Espee.

"The heartwarming, dramatic days were, of course, those of steam. However, I disagree with my friend Lucius Beebe when he declares, 'There are no longer any railroad pictures worth taking.' When a pair of 2400 hp Fairbanks-Morse Trainmaster units lead two hundred coal cars grossing 18,000 tons east out of Roanoke on the N&W the photographer has no cause to fold up his Speed Graphic." ●

(No. 6 in this series will be Charles E. Fisher, president of the Railway & Locomotive Historical Society.)

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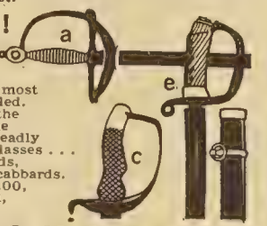

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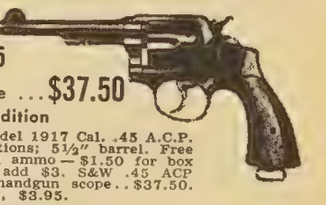

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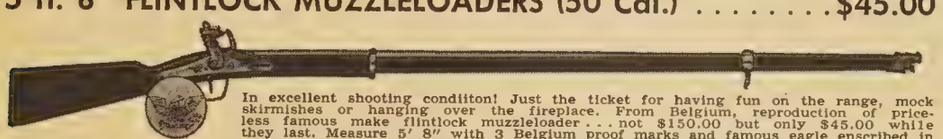

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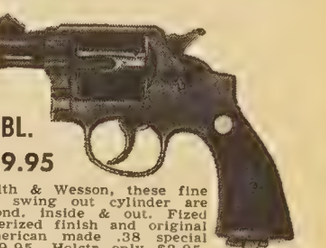

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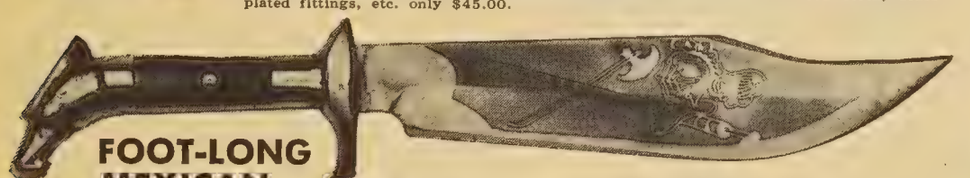

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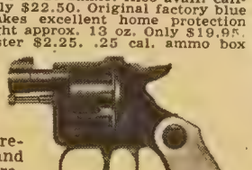

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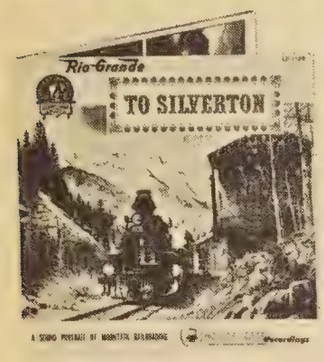

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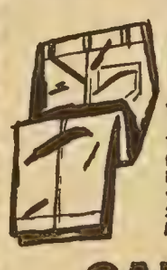

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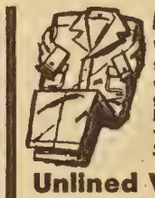

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STEAM POWER OF THE NEW YORK CENTRAL SYSTEM: Vol. 1: Modern Power, 1915-'55, written and published by Alvin V. Staufer, P.O. Box 57, LeRoy, Ohio, 224 pages, 8½x11", thick coated paper, illustrated with photos, full-color prints, builders' plans, calendar pix, map, and roster, $12.

Staufer wraps up the last 40 years of the Central's steam engines in one great volume. Here is a superb album of photos, including 68 builders' shots and nearly 300 others, a wide variety, indeed! Also a history of each type—Hudson, Niagara, Berkshire, Mikado, and so on. As a professional artist, having created some of the best locomotive drawings we've ever seen, the author used good taste in the kinds of illustrations he chose.

The New York Central, operating 11,000 miles of track, is the second largest railroad in America, topped only by the Pennsy. Volume 1 covers the steam power that ran since 1915 on all of its major lines except the Big Four and the Lake Shore & Michigan Southern, which Staufer plans to take up in a second volume.

Because of the Central's outstanding achievements with steam power, the present book will be much in demand. Besides conjuring up memories for oldtimers, it will make young steam fans wish they had been born a few years earlier.

LOGGING RAILROADS OF THE WEST, by Kramer Adams, 160 pages, 8x10½", thick coated paper, illustrated with photos; glossary, bibliography, long detailed list of logging roads, indexed, Superior Publishing Co., 2809 Third Ave., Seattle 11, Wash., $12.50.

On rare occasions we recommend a railbook for the quality of its text matter, a book written so well that we enjoy reading it. Many other books we favor because of their fine photographic illustrations. *Logging Railroads of the West* ranks high on both counts. Adams has first-hand knowledge of his subject, being employed by the very industry he writes about. He is a master storyteller who loves steam power. He is also an expert researcher with an eye for good pictures and is vice president of the Outdoor Writers of America. We find his style fresh and vigorous, his illustrations nostalgic.

FRISCO FOLKS: Stories of Steam Days on the Frisco Road, by William E. Bain, 272 pages, 5½x8", illustrated with photos, line drawing, map, and full-color jacket, published by Alan Swallow, 2679 S. York St., Denver 10, Colo., $5.

As a rich storehouse of rail lore—facts, true tales, poems—this book covers the Frisco Road during the Steam

Age. Pack-jammed with railroad operation and human interest, it is worth reading and worth keeping for future reference. But we don't recommend it unreservedly. The author flings about bits of lingo he doesn't quite understand ("hot shot freight drag," for example, whatever that means) and such inanities as "Johnny could pull more cars over the Memphis Bridge than any other engineer." Also, he reprints Cy Warman's great poem, *Will the Lights Be White?*, without mentioning Warman's name and without explaining that prior to 1900, *white* (not green) was the clear signal. But if you can overlook a few such obvious flaws you will probably relish the book.

COLORADO RAILROADS and the Colorado Railroad Museum, edited by Cornelius W. Hauck, 32 pages, 5¼x8½", illustrated with 40 photos and map, Colorado Railroad Museum, Box 641, Golden, Colo., $1.

Printed on slick paper, this little gem of a booklet, with a full-color cover, deals mostly with narrow-gage lines. It makes us want to revisit Colorado.

ROLLING STOCK PLAN BOOK: HO and O Gauge Car Plans, edited by Harold H. Carstens, 64 pages, 8x11", line drawings and photos, Railroad Model Craftsman, Ramsey, N.J., $2.

Revised edition of a useful manual published originally in 1957.

A copy of each of the following illustrated booklets, 1961 edition, 4x6", will be sent free as long as the supply lasts, upon request to Railway Progress Institute, 38 S. Dearborn St., Chicago 3, Illinois: *Railroad Facts,* 96 pages, published by Asso. of Western Railways; *Railroad Information,* 94 pages, published by Asso. of Southeastern Railroads, and *Yearbook of Railroad Information,* 102 pages, published by Eastern Railroad Presidents Conference.

The same Institute sells an illustrated booklet on piggybacks, *A Revolution Rides the Rails,* 18 pages, 6¼x9¾", at 8 cents a copy.

One of the recent books in our reference library that we often consult with real interest is *Louisville & Nashville Steam Locomotives,* written and published by Richard Prince, P.O. Box 724, Green River, Wyo. We like that book, with its hundreds of photos and diagrams, because it gives a history of each of the little roads in the L&N system. It's a large volume.

Simmons-Boardman Books, 30 Church St., New York City, which published Peter Josserand's *Rights of Trains* (reviewed in our Oct. issue), is still handling the sale of that book. A proposed deal whereby Exposition Press would take it over has fallen through. ●

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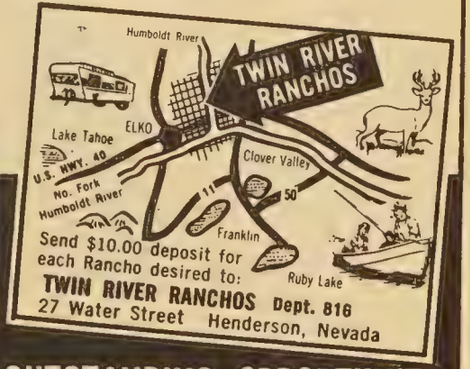

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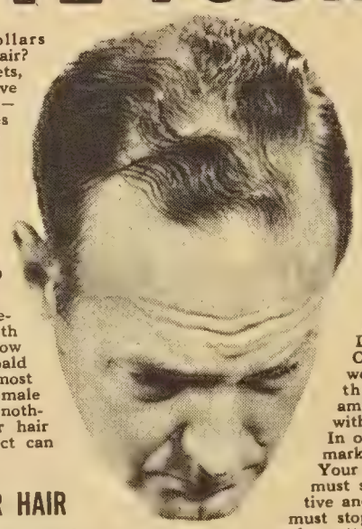
How many hard-earned dollars have you spent to save your hair? How many hair tonics, gadgets, restorers, electrical devices, have you tried in the last few years—with no success? How many times after an unsuccessful hair-growing attempt have you sworn not to spend another cent on another hair treatment?

Yet, you buy the next product that comes on the market with hair-growing claims.



CAN YOU GROW HAIR?

Doctors who have spent a lifetime studying hair and hair growth have concluded that nothing now known can grow hair on a bald head. They also believe that most all hair loss is the result of male pattern baldness, about which nothing can be done. So, if your hair loss is of this type, no product can help you.

HOW TO SAVE YOUR HAIR

But your hair loss may be caused by a common scalp disease called seborrhea. Read the rest of this statement carefully because if you have the symptoms of seborrhea the following information may add years to the life of your hair.

Itchy scalp, hair loss, dandruff, very dry or oily scalp, are the symptoms of this scalp disease. Not every case of seborrhea results in baldness, but doctors now know that men and women who have this scalp disease usually lose their hair.

Seborrhea is believed caused by three parasitic germ organisms (staphylococcus albus, pityrosporum ovale, microbacillus). These germs first infect the sebacious glands and later spread to the hair follicles. The hair follicles atrophy, no longer can produce new hairs. The result is "thinning" hair and baldness.

But, today seborrhea can be controlled—quickly and effectively—by treating your scalp with the amazing scalp medicine called Ward's Formula.

DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills these three parasitic germ organisms retarding normal growth. This has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 550,000 men and women on our famous Double-Your-Money-Back-Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance. Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look more attractive and alive. Your hair loss due to seborrhea must stop. If your hair loss is the predominant male pattern baldness type, which neither our product nor anything else will help, accept Double Your Money Back for your trouble. If your hair loss is due to seborrhea, you must be delighted with the results. You must be completely satisfied, or simply return the unused portion for your double refund. We take all the risk. So why delay? Delay may cost your hair.

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HOBBY CLUB

by Sy Reich

Sy Reich

BEAUTIFUL Christmas greeting cards featuring tramway cars of Zurich and Amsterdam may be bought at 14 for $1 from Light Railway Transport League, 245 Cricklewood Broadway, London N.W. 2, England. Two different cards. Amsterdam scene shows PCC car running through snow after dark. The other one pictures a Yuletide trolley with festive decorations. Cards, with envelopes, will be mailed at once on receipt of dollar bill, check, or international money order.

"I will sacrifice over 200 copies of *Railroad Magazine* dated between 1908-'54, good to excellent condition," writes Mike Wrubel, 231 E. Allen St., Philadelphia 25, Pa. "Make me an offer."

Souvenir bowls, 13″ dia., 3″ deep, will stand high temperatures, illustrated with EBT herald and photo of steam engine and train on bridge, $2.50 each, postpaid. Query C. R. Wilburn, Vice President, East Broad Top RR., Rockhill Furnace, Huntingdon County, Pa.

"Norfolk & Western has finally sold its last Class A engine to a junk dealer," laments Tom Swenson, 424 State St., Oconomowoc, Wis., "but still has a streamlined 'J' at the roundhouse in Roanoke, Va., her fate undecided."

Southern Pacific's old 0-4-OT Forney, the *Maud,* is now in the Southeastern Railway Museum at Lakewood Park, Atlanta, in custody of the Atlanta Chapter of NRHS, reports C. W. Bartholomai, Victory Drive, Atlanta 5, Ga.

Bill Knapke's article on work trains (Oct. issue) prompted John LaRue, Jr., Oakwood Drive, Medford, N.J., to tell us that he has over 450 negatives of work-train equipment from 27 roads, which *may* be the world's biggest collection in that field. John sells and trades work-car pix, buys negatives.

John Gaydos, 6911 N. Caldwell Ave., Chicago 16, Ill., has supply of 2 postcards: PRR 702, "World's Fastest Loco," in color, and UP Big Boy 4000, b&w. He'll send one free, while supply lasts, to any fan enclosing stamped addressed env. and putting big commemorative stamp on outside env.

J. R. Kroll (SP agent-opr.), 508 W. Parkway Blvd., Tempe, Ariz., has about 100 old SP dispr. train sheets, mostly from Arizona, some dated 1904. Will swap them, singly or in lot, for old employees timetables, same districts.

"I have a complete collection of NYC and Pennsy calendar pictures, some 43 in all, perfect condition, framed, with glass," says Richard Daggett, 10 N. Hillside Pl., Ridgewood, N. J. "Who will make an offer for the lot?"

New Recordings

Rio Grande to Silverton: a Sound Portrait of Mountain Railroading, is a 12″ double-faced disk in an impressive folder-jacket, with photos and a map, issued by North Jersey Recordings, Box 2, Maplewood, N.J. On one side, riding a doubleheaded passenger train, photo stop, arrival, train time, and Illini Special at Cumbres Pass. Other side, narrow-gauge freight. It's a memorable record, the kind we like to play again and again. LP stereo $5.95, mono $4.95.

Another new Silverton disk is *The Narrow Gauge Line.* On one side, sound track at depot as steam train rolls by, blowing whistle. Other side, a song about the train. Spur Records, Box 665, Durango, Colo. Miss Marie Donaldson, sec.-treas., did not send us a record to review nor tell us its size but says the price is one dollar.

One of the most pleasing disks we've ever heard is *Edaville's Talking Whistles: Doubleheaders of 1961,* a 12″ hi-fi issued by Whistle Recording Inc., R. W. Graham, president, P.O. Box 1631, New London, Conn. It takes us over the 2′-gauge road at South Carver, Mass., through a giant cranberry bog, with ecstatic whistle effects. $4.95.

Steam in the Snow, featuring 15 different Canadian Pacific locos in action, has all the fascination you'd want in a railroad sound platter. It's a 12″, hi-fi, double-faced mono issued by Alan Sherry, 5445 Netherland Ave., Riverdale, N.Y., $4.95 ($5.55 in Canada).

The Railroad Record Club of Hawkins, Wis., producers of double-faced 10″ disks, offers two new ones: No. 18, *Chicago, North Shore & Milwaukee,* interurban car sounds, and No. 19, *DM&IR,* articulated steam, each $5.25.

Next issue: Feb. (out Dec. 4)

"The Story of Suburban Tank Locomotives" will be told in detail, with many pix, by Allen A. Jorgensen. Rosters will be Shortlines of Alabama and Detroit, Toledo & Ironton.

Coming in near future: History of Vandalia line (now PRR) by "Carload Andy" Ospring, old Vandalia hogger, retired. Anecdotes and pix for this article should be sent to us at once. Thanks.

I dreamed about being a writer . . . and now I am!

For years it was my big ambition. But what chance did I have? No college education. No exciting experiences. No famous relatives. Then I saw an ad for Palmer Institute which told how others with no better background were succeeding. Office workers, executives, soldiers, housewives, mechanics, teachers, etc. Making good money—spare time or full.

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"Just made my 500th sale!", writes Kelvin Wallace Coventry of Derby, N. Y. "I'm hitting plenty of national magazines and have been full-time free lancing four years now—all of which was only a dream when I was plugging along in a dead-end factory job. I made 130 sales this year."

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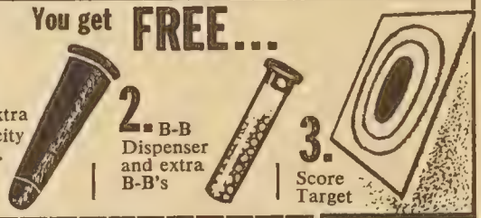

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A Meet on the DESERT

by Bill Knapke

DO YOU ever think of those hot August nights on the Arizona desert long ago, when steam power was wheeling Espee freight over faintly luminous rails that ran as straight as a taut fiddle string to the horizon and you were an experienced young brakeman on the tail end?

Let's pick out one of those nights. Almost any one. Somewhere on the sandy waste your train was taking siding. You stood on the rear steps of the caboose, waiting to close the switch. You looked to see how near you were, and as you watched the red haze of the switchlight it lessened to pinpoint size, then swelled and hazed to a red glow.

A man simply wasn't sure of what he was doing, not after ten weary nights of fighting to keep awake and hot days trying vainly to sleep.

Your eyes felt as though filled with sand; you closed them to relieve the burning. You felt yourself falling and grabbed the hand-rail, swore, and with a finger tip you put tobacco saliva in the corner of one eye so that the pain might keep you awake. You dropped off at the switch and threw it, and looked carefully at the points and gave the lock a couple of extra jerks.

You trudged on toward the engine, a sturdy mogul, giving the boxcars a look-see as you went. Heat radiated from the wooden sides of the cars as though they were loaded with red hot metal—dry, searing heat of the desert that fairly sucks moisture and strength from mankind. As you stopped to look closer at a brake rigging, something darted out from under your feet so fast that it startled you. You jumped in surprise and started where the streak had been.

"Vingaroon!" you muttered.

Though the stars were out in all their glory and in that clear, dustless atmosphere shone with tripled size and beauty, you were too tired to notice them. A little later, from behind the dark fringe of mountains that marked the distant edge of the desert, the great yellow moon floated up. Its glow lighted the bleak wasteland with unearthly splendor.

The swing man, who had waited to walk to the head end with you, said: "Say, these nights are sure beauts."

You agreed grudgingly that they

were. And thus you came to the head end, to find the engine crew stretched out on the sand beside the track and the head brakeman asleep on a pile of ties near the switchstand.

The swing man stopped short. "Isn't that kid a student?" he asked.

"When he got his glim from the crummy this evening," you answered in boomer lingo, "he told me that he'd been okayed a couple weeks ago."

"Wait a minute!"

The swing man walked over to the switch and you heard him click the lock as he snapped it. *Oh, ho!* you thought, and as the swing man came back, you remarked: "Same old student trick! We'll watch him and see what he does when Number Nine shows up."

pile to rest. You swapped experiences

Then both of you climbed on the tie- and while you talked, far away an the eastern horizon a new star sprang into being.

The star became a headlight. In a short time it diverged slightly as it entered the siding, in advance of one where you were, and then the light disappeared as, with train into clear, the engineer switched it off.

Number 345, you guessed, *taking the hole to let Nine pass.* Again on the horizon a light swam into view, comet-like in the speed of its approach. As it neared, the swing man, with a glance at the sleeping kid brakeman, slipped to the ground. You did also, and waited.

The stack of No. 9 belched thunder and her crashing, rolling wheels shook the ground with a miniature earthquake. When she was but a few hundred feet from the switch, the student, roused and bewildered by the noise, suddenly sat up and stared at the oncoming express.

Then the red rays of the switchlight penetrated his consciousness. With a shout, he leaped off the tie-pile to start a headlong rush for the switch, but both of you were anticipating that very action and promptly grabbed him.

"Let me go!" he yelled, struggling to break away. "The switch! It's open!"

Just then Nine's engine, a Consolidation type, crashed over the points, with the long string of coaches and Pullmans, and rolled on safely down the track. The kid abruptly went limp and in a shaken voice he wailed: "My God! I'd have threw that switch right in his face and killed the passengers and crew!"

He was shaking like an aspen leaf, but the swing man consoled him.

"Hell, Kid, don't feel that way about it! You've just learned something you won't forget if you railroad for a hundred years. Besides, you couldn't have thrown the switch. I locked it open."

The student gave a gulp of relief.

"Before you could have unlocked and thrown it," my partner went on, "you'd have come to life and realized what you were doing. But never unlock a switch, especially at night, until you're ready to use it."

Which was—and is—good advice on any man's railroad. Bye and bye No. 345 whistled at the mileboard and a couple of minutes later rumbled by.

The cars unfurled a panorama of shadows and lights. Boxcars, flat, next a few yellow reefers, oil tanks, more high ones, the odor of stockyards and a mournful *moo-o* from weary cows, and finally the caboose with its lighted indicators and red markers.

Soon 345 faded in the distance and you were ready to go. There was a slow pull out of the siding, and you closed the switch. You felt a little chill when you did, as you thought of what might have happened. Then you gave the hogger a "go yonder" sign and entered the crummy. now wide-awake. ●

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Steve Maguire's TRANSIT TOPICS

ENTER the new Institute for Rapid Transit, organized by a group of transit operators and equipment operators headed by Walter J. McCarter of the Chicago Transit Authority. This Institute replaces the old Transit Research Corp., which an earlier group had founded in the 1930's to develop and perfect a modern streetcar, the streamlined PCC.

Steve Maguire

Headquartered in Chicago's Merchandise Mart, the Institute aims to promote, expand, and modernize rapid transit in metropolitan areas. It will coordinate technological advances in rapid transit equipment and facilities and collect, analyze, and supply its members with data on all new developments in that field. With the new organization at work, CTA ceases to experiment unilaterally on the ideal type of rapid transit car for its own system.

DEFEAT of a bill that would have levied a one-cent gasoline tax in Cook County, Illinois, to raise funds for improving CTA may mean a 30-cent fare for Chicagoans who now pay 25 cents. A five-cent transfer charge is already in effect. The same bill also would have provided funds for CTA to take over and operate the Aurora & Elgin and the North Shore line inside Illinois, if local boards agreed. Although passed by the Democratic-controlled House in the State Legislature, the bill went down to defeat in the Republican-controlled Senate.

Two major roads, Chicago & North Western and Illinois Central, led the opposition, arguing that CTA expansion would curtail their commuter service. Rail labor officials also opposed the bill. They feared it might lead to cuts in their union memberships. Four years ago the Chicago Transit Authority raised its fares from 20 to 25 cents.

PITTSBURGH may yet beat Chicago to a record transit fare of 30 cents. Pittsburgh Railways has asked the Public Utility Commission for an increase in the present 27-cent rate, reports James Cerny, 1022 Province

St., Pittsburgh 12, Pa. This request also aims to eliminate tokens, cut-rate bus tickets, and the $1.50 weekly school pass. The system claims a $4000 daily loss, which it attributes to higher labor costs resulting from the 1959 strike.

Another Pittsburgh reader, Frank Hines, 51 Griesmere St., says that when we announced the abandonment of route 94 to Sharpsburgh we should have mentioned that lines 95 on Butler Street and 96 to East Liberty also were abandoned.

Mr. Hines adds that the Harmony Short Line bus company, successors to the interurban lines that ran out of Pittsburgh to Butler long ago, made its final runs last March 31.

AFTER a maze of conflicting plans and rumors from the Los Angeles area, the imagine of a decent rapid transit system seems at last to be taking shape. This optimistic forecast comes from your *Transit Topics* editor's father, John S. Maguire, who lives in L.A. at 1802 Selby Ave. and for years has been keeping us posted on events there.

The California State Legislature has passed a bill allowing Los Angeles Metropolitan Transit Authority to build its proposed multi-million-dollar transit system. Next hurdle is financing, for which a Federal loan may be sought.

New Orleans Public Service rail-grinder car, idle since 1945, came to life again last June for a fantrip of the Electric Railroaders Association members.

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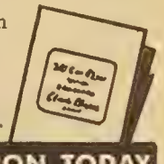

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Says LAMTA's executive director, Max Gillis: "We are no longer talking about blue sky. We are within reach of a project which, when built, will greatly improve the existing system," meaning buses.

First route to be constructed under the new plan would be the backbone 23-mile east-west rail transport line from just west of Beverly Hills through downtown to El Monte, including 12 miles of subway on the west side plus the use the rails on the Pacific Electric right-of-way to El Monte. Maximum speeds of 70 mph would be possible but the scheduled speed would be 34 mph. Alwac Monorail has offered to build the line as a monorail and in its financing. LAMTA is considering that offer.

Other rapid transit routes in the $529 million plan may eventually be built.

Meanwhile, an innovation at Los Angeles is the reduction in fares for elderly riders with low incomes, effective in off-hours. Identification cards with photos of such riders would avoid abuse of the new low fares.

Plans for a new "Central City" have been unveiled by the planning group that seeks to revitalize the entire commercial core of downtown L.A. But John E. Roberts, director, cautions that the scheme hinges on construction of LAMTA's mass rapid-transit system.

OPPOSITION by Boston public officials appears to have blocked, at least temporarily, the plans of Thomas McLernon, General Manager of Boston Metropolitan Transit Authority, to replace the Watertown-Park Street subway-surface trolley line. We learn from Henry H. Thayer, 153 Ridgeway Rd., Weston 93, Mass., that McLernon hopes to replace this route with buses and claims there would be a million-dollar saving each year, based on an alleged saving of 13 cents per mile by bus over trolley costs.

Since MTA buses couldn't use the subway portion of this route, they would run to Central and Kenmore squares, with a transfer required for riders going directly to Park Street.

PORTLAND TRACTION CO., one-time operator of interurban lines to Gresham and Oregon City, Ore., has been sold to the Southern Pacific and Union Pacific railroads, which will operate the freight line jointly. This news comes from Charles J. Keenan, a director of the National Railroad Hall of Fame and Museum, 6354 N.E. Cleveland Ave., Portland. The Portland Traction Co., operating 36 miles of track, last year earned a gross profit of $1,225,000, its highest in history.

ABANDONMENT of the Chicago, Aurora & Elgin has been authorized by the ICC, laments Alex Darragh, 242 Greenleaf Ave., Wilmette, Illinois. Alex says the finding was made because it was not found feasible to operate the line for freight only and because passenger service is not feasible without access to the Chicago Loop area. At one time CA&E carried 30,000 commuters daily to Chicago.

Another Chicago interurban, the South Shore line, may soon need outside assistance if it is to survive, according to its president, Wm. P. Coliton. The South Shore carries 12,000 daily passengers in 72 trains. Although the total number has remained fairly constant in the last decade, there are fewer long-distance riders, primarily because the Indiana Toll Road now parallels it.

"At one time," says Mr. Coliton, "our freight traffic was profitable enough to offset the loss in passenger business, but no more."

DESPITE dismal efforts of the management to speed up action on its abandonment petition, Chicago's North Shore line is still running. Rider groups pick to pieces the statistics produced by brass collars who want to drop rail service so that the parent holding company, Susquehanna Corp., can take advantage of a huge write-off in taxable income. Progressive forces are at work to keep the trains running.

Seven unions representing North Shore employees have agreed to accept a 3 percent wage cut, while the public seems to be reconciled to a proposed 3 percent fare rise in order to save the rail service. But there is some resistance to the proposal for a $125,000 cut in trackage fees for North Shore interurbans over CTA lines. CTA would accept only the same cut as employees, 3 percent, or $10,000. Meanwhile, with negotiations still going on, flanged wheels continue to burnish the rails.

SEASHORE TROLLEY MUSEUM, Kennebunkport, Me., wants to buy the Lynnfield, Mass., *Bowladrome*, a large Quonset hut with a steam-heating plant, which owners of the now-vacated property would sell at a nominal price.

Like other trolley museums, Seashore has more pieces of rolling stock than it can protect from the weather. As a result, many of its historical cars are slowly deteriorating. In acquiring the *Bowladrome* it could give indoor shelter to nine more cars, while the heating plant would permit members to work on them in cold Maine winters. Cash donations or pledges may be sent to Clayton D. Sargent, 4 East Union St., Goffstown, N.H.

WE CONGRATULATE two Central Electric Railfans Asso. members who have been elevated to important posts

in the Chicago Transit Authority. George Krambles, formerly planning engineer in the Staff Engineer's office, has been appointed superintendent of planning and operations in the Transportation Department. Frank J. Misek, formerly assistant to the operations planning engineer, is now operations planning engineer, succeeding Mr. Krambles.

NEWS of electric traction lines is available in the 4-page *Traction Weekly*, edited by Larry Plachno, 5041 Northwest Highway, Chicago 30, Illinois. Recent issues include photos, rosters, etc., of existing electric railways. Since neither *Railroad* nor any other rail publication can match its weekly schedule of this new newsletter, we recommend it to all who want to keep informed. $1 for 10 issues, $2.50 for 26 issues.

Larry will take 35mm slides or 8mm color movies for our readers. He quotes CTA movies at 75¢ a roll, IC electrics $1.50, and North Shore and South Shore $2.50, with deductions for subscribers to *Traction Weekly*.

Another reader, David G. Pond, 85 California Drive, Rochester 16, N.Y., will send two rolls of film, any size from 35mm to 5x7, to fans who will mail him back one roll of same exposed on any electric line except Boston MTA PCC's. Or he offers one print from each good negative returned to him after exposure.

FREIGHT service of Lake Erie & Northern-Grand River lines around Preston, Ont., Canada, will be converted from electric to diesel, laments Lew Gedge, 3007 Carlton Road, Shaker Heights 22, Ohio, just home from a Canadian trip.

ATLANTA has a short piece of trolley track at the Davis Street steam-heating plan of Georgia Power Co., writes Alton Lanier, 2672 Green Meadows Lane, Atlanta 19, Georgia. Freight motor 704 and a flat motor are used to haul several coal hoppers to and from a nearby coal tipple.

JOHANNESBURG City & Suburban Tramway Co. recently abandoned the final trolley lines in the South African City, reports Jan Gleysteen, 615 Walnut Ave., Scottdale, Pa. The line opened in 1889 with horsecars and by 1939 had 242 double-decked trams. Buses have taken over.

ARGENTINE GOVERNMENT will economize by giving up railroads operating at a loss, including the San Martin-Villa Lynch branch of the General Urquiza interurban out of Buenos Aires, we learn from Arnold I. Reid, Defensa 665, Buenos Aires (R.46),

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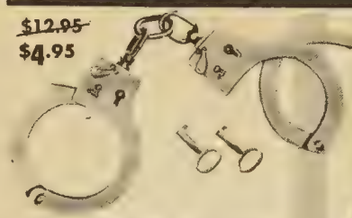

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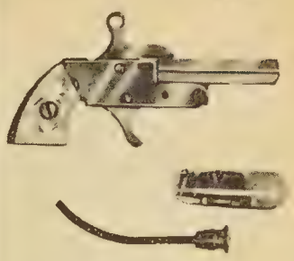

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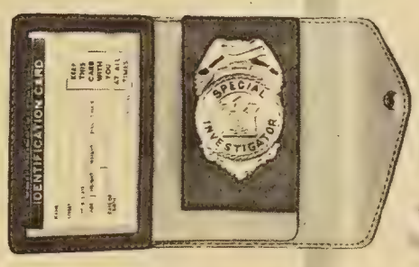

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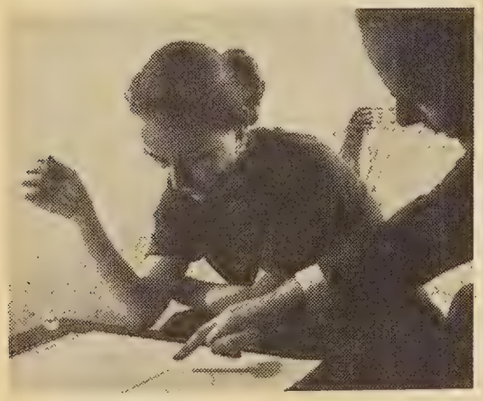

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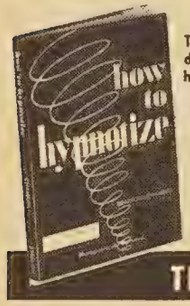

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Ballston Terminal Railroad wreck near Saratoga, N.Y. Who can give details?
Collection of David L. Waddington, 2576 Consaul Rd., Schenectady 4, N.Y.

Argentina. He also announced that the Santa Fe, Argentina, trolley system has just been abandoned. The last car in service, No. 1, was operated on the final day by the same motorman who had run her in 1914 on the first day of operation.

BEN WILLEMSEN, a famous juice fan, died recently at his home in Holland. Ben was the author of *The ABC of Tramways* and was getting another book printed, *ABC Cavalcade of Steam Locomotives,* when he passed away. His widow, Mrs. J. G. Willemsen-Klaassen, Frederik Heindrikstraat 7, Doetinchem, Holland, will send copies of the new book, when published, to fill orders.

New Publications

THE INTERURBAN ERA, by Wm. D. Middleton, clothbound, hard covers, 432 pages, 8½x11½", 560 photos, Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee 3, Wis., $15.

Those fast interurban electrics connecting various cities were an awesome and thrilling sight as they rolled across open countryside and through town after town, easily outdistancing the horse and buggy and the "horseless carriage." This is the nostalgic theme of Bill Middleton's new, giant-size, history book, a volume we are proud to own.

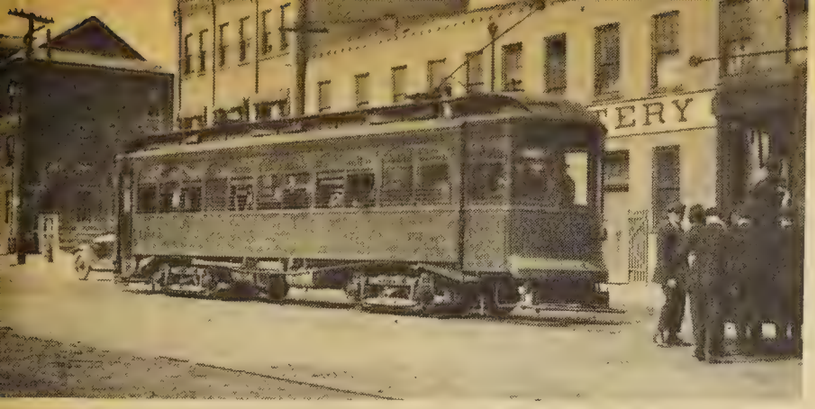
The long gleaming cars fascinated Bill even as a small boy, and as he grew up he visited the remaining interurban lines, one after another, recording his impressions in word-pictures but especially in beautiful photographs. For 15 years he did this, now and then supplying picture-stories and articles to such publications as *Railroad Magazine* and *Trains.*

Naturally, he came in contact with fellow juice fans, some of whom had spent many years in collecting rare old photos. Drawing from their rich resources as well as his own, Bill poured this wealth of pictorial material into what became a monumental book.

Bill contends that interurbans were, from the beginning, financially unsound —but glamorous—and in retrospect this theory appears to be true. Yet, before the perfection of the gasoline motor, they had an advantage over steam railroading in being able to provide fast, frequent service with local stops.

Although we wish that a better frontispiece and a more attractive title page had been chosen, the book as a whole covers its subject in a way that "brings back the dreams." *The Interurban Era* is more than a history. It is also a gallery of superb interurban photos. As a reference work it undoubtedly will be consulted today and in the distant future by students, railfans, historians, and researchers in Americana. We predict a big sale.

VENTURA COUNTY RAILWAY, by Joseph F. Maguire, M.D., 24 pages, illustrated, 6x9", Ventura County Historical



Two of the many photos in Felix Reifschneider's book, *Interurban Limited*, reviewed in our Aug. '61 issue: (Left) Steubenville, East Liverpool & Beaver Valley Traction car 312, photographed about 1920. (Right) Ohio Electric car in 1919.

Photos by Crowley, Stephen D. Maguire collection

Society, 77 N. California St., Ventura, Calif., $1.

This history of a small steam road connecting three cities in the southern California sugar belt—Ventura, Oxnard, and Port Hueneme—written by a local man, gives an insight into the mental workings of those who built the line in 1905 and later controlled it.

Although intended to be the Santa Clara Valley Electric Ry. & Power Co., it never operated any real traction equipment but did use two open passenger cars, gasoline-powered, and a Hall-Scott motor car. Its closest contact with street railways was a losing battle to take over a horsecar line.

BRITISH TRAMWAY SCENE, a 32-page pictorial of lines past and present, with a short introduction, is available from the Light Railway Transport League, 245 Cricklewood Broadway, London, N.W. 2, England, at 2 shillings, 6 pence, payable with international postal money order.

TRAMWAYS OF TYNEMOUTH, England, features this 22-page issue of The Tramway Review, an historical supplement to Light Railway Transport League monthly bulletins. Each issue contains a study of an old British tramway line, with photos. The Tynemouth issue includes a color plate. The Tramway Review can be had on a yearly basis for 7 shillings, 6 pence, single copy, 2 shillings, 6 pence, sent to B. A. Jenkins, 88 Kingsway, London, W.C. 2, England.

RAPID TRANSIT STORY IN CHICAGO, from early elevated days to the end of World War II, is featured in 11 pages of the 2nd quarter of 1961 BULLETIN of National Ry. Historical Society, with a concluding chapter in the 3rd quarter BULLETIN. These are available to NRHS members on a quarterly basis. Each issue has several steam and electric features. Those interested in membership should contact Carrel I. Tod, 1908 N. Quintana St., Arlington 5, Va.

SURVEY OF ELECTRIC RAILWAY MUSEUMS, 20 pages, giving rosters, etc., of every trolley museum in the U.S. and overseas, was compiled by James W. Walker, Jr., 3564 Josephine Str., Lynwood, Calif. Price, 50 cents.

DIRECTORY of names and addresses of trolley fans everywhere, also clubs and hobby dealers in that field, is being compiled by Vane A. Jones, 3749 N. Keystone Ave., Indianapolis 18, Ind., for publication next year. If you want to be listed, there is still time to contact him. In 1948 he published a similar TRACTION FANS DIRECTORY, which the new one will bring up to date.

Two juicefan groups have issued mimeographed reprints of rare historical articles from the May '93 issue of Street Railway Journal, covering lines in Seattle and Tacoma.

STREET RAILWAYS OF SEATTLE (1893) gives the detailed story of horse, cable, and electric lines, with a few photos. It is Historical Bulletin No. 1 of Northwest Trolley Railfan Club, 1533 3rd West, Seattle, Wash. 50 cents.

STREET RAILWAYS OF TACOMA (1893) covers 6 of 16 pages of the Puget Sound Railroader issue of May '61. There is also a roster of freight and work equipment of Seattle Street Ry. Issued by Puget Sound Ry. Historical Assn., P.O. Box 1362, Broadway Sta., Seattle, Wash. 50 cents.

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Pittsburgh Railways car is climbing Federal Street hill on Route 8, Perrysville. The roster was compiled by David H. Hamley and Robt. Scanlon of the Pennsylvania Railway Museum Association (formerly Pittsburgh Electric Railway Club), assisted by Fred W. Schneider III, 127 Delp Road, Lancaster, Pa., who made this photo.

Pittsburgh Railways

All-time Roster of PCC Cars

Numbers	Builder	Year	Controls	Length	Width
100	St. Louis	1936	West.	46' 0"	8' 4"
1000-1074	St. Louis	1937	West.	46' 0"	8' 4"
1075-1099	St. Louis	1937	GE	46' 0"	8' 4"
1100-1174	St. Louis	1937-8	West.	46' 0"	8' 4"
1175-1199	St. Louis	1937-8	GE	46' 0"	8' 4"
1200-1274	St. Louis	1940	West.	46' 0"	8' 4"
1275-1299	St. Louis	1940	GE	46' 0"	8' 4"
1400-1474	St. Louis	1942	West.	46' 0"	8' 4"
1475-1499	St. Louis	1942	GE	46' 0"	8' 4"
1500-1549	St. Louis	1944	West.	46' 0"	8' 4"
1550-1564	St. Louis	1944	GE	46' 0"	8' 4"
1600	St. Louis	1945	West.	46' 5⅜"	8' 4"
1601-1674	St. Louis	1945	West.	46' 0"	8' 4"
1675-1699	St. Louis	1945-6	GE	46' 0"	8' 4"
1700-1774	St. Louis	1948-9	West.	46' 5"	8' 4"
1775-1799	St. Louis	1949	GE	46' 0"	8' 4"

Current Roster of Service Cars

Nos.	Builder	Year	Type
F8	St. Louis	1903	interurban snowplow
M11	St. Louis	1936	PCC instruction car
M16, 18-21, 23-24, 27-31, 33, 35-42, 44, 47	Lewis & Fowler, Brill, McGuire-Cummings	1890-1903	4-wheel sweepers
M50-56	McGuire-Cummings	1918	4-wheel sweepers
M134	Osgood-Bradley	1924	line painting car
M200	Pressed Steel	1911	tow car
M282	Browning Hoist	1914	locomotive crane
M283	Differential	1929	crane on flatcar
M451	Brill	1909	snow-scraper, ex 4039
M452	Pressed Steel	1911	scraper-tow car, ex 4100
M453	Pressed Steel	1911	snow-scraper, ex 4101
M454	Pressed Steel	1911	snow-scraper, ex 4115
M455	Pressed Steel	1911	snow-scraper, ex 4116
M459	Pressed Steel	1911	snow-scraper, ex 4145
M517	Differential	1916	weed-sprayer
M551-2	Differential	1923	side dump
M555	Differential	1923	flatcar
M701	St. Louis	1914	flatcar, ex 4341

BIGGEST streetcar system in North America serves the Pittsburgh, Pa., area with 452 trolleys running on 398 miles of track and 108 cars in storage. All are PCC's, of which the company once owned 667, but in recent years the total has dwindled with scrapping.

In addition to 447 different routes, including one shuttle line, Pittsburgh Railways still has an interurban run to Library, Pa., last remnant of the long interurban lines to Charleroi and Washington, Pa. Modern PCC cars converted for high speed serve this line.

Disposition of PCC's

1000 class: no cars in service, 48 cars stored, 50 cars scrapped, and 2 lost in 1955 shops fire at Homewood.

1100 class: no cars in service, 60 cars stored, 38 cars scrapped, and one car lost in shops fire.

1200 class: 71 cars in service, 3 cars lost in shops fire, 26 cars stored.

1400 class: all cars in service.

1500 class: all cars in service.

1600 class: 96 cars in service, 3 cars lost in shops fire, and one car scrapped.

1700 class: 98 cars in service, 2 cars lost in shops fire.

71 cars have been scrapped, 98 cars are in storage, 496 are in service, and 595 PCC's are on the system.

Miscellaneous Notes

The following cars are interurban type PCC's equipped with St. Louis trucks, roof mounted auxiliary headlight, pilot, and special trolley retriever: 1613-1619, 1645-1647, 1700, 1702-1724. (1648 and 1701, lost in fire, were also interurban types).

Car 1644 was delivered as a city car, converted to an interurban, and later reconverted back to a city car.

All cars except the interurbans are equipped with Clark trucks.

The 1700 series are all-electric cars with standee windows and forced air ventilation.

Cars 1600 and 1630 were experimental types with forced air ventilation. No. 1600 had standee windows and was similar to the 1700's. No. 1630 had the same body as the rest of the 1600's but a hump added to the roof contained the fans and ductwork. No. 1600 was destroyed by fire in 1955. No. 1630 had all ventilation equipment and the roof hump removed during 1960, now back in service.

All cars equipped by General Electric have the GE "floating" type control and 1198 motors. The controller is air operated on the 1000, 1100, and 1200 cars, electric-operated on all other classes.

All Westinghouse equipped cars have the WH "parallel" type control, electric-operated on all classes, and WH 1432 motors.

Brakes on all cars are combined air, dynamic, and track magnetic. Air brake shoes are tread-mounted on 1000, 1100, 1200, 1400, and most 1500 cars, and drum-mounted on several 1500's, all 1600's and 1700's.

F-8—Ex-Washington & Cannonsburg 203, then PRCo 3553, converted to freight 1918, converted to snowplow 1940, rebuilt 1959.

M-11—Ex-100, first Pittsburgh PCC, converted to instruction car 1951.

M200—Ex-4140, converted to snow-scraper M-458 1941, converted to two car M-200 1955.

M200—Ex-4140, converted to snow-scraper M-458 PROW trackage. Car 1138 sold to museum. ●

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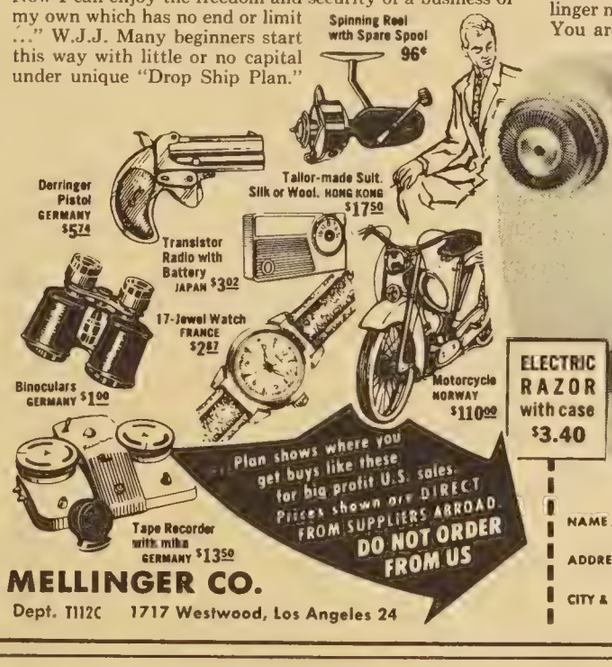
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ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

INFORMATION BOOTH

1 *Does the Southern Pacific have any of its cab-ahead engines left?*

Yes, the 4294, which will probably never ride the rails again. You can see her on display at the SP station in Sacramento, Calif.

2 *Which was the last Delaware & Hudson steam loco in regular service?*

No. 302. She made her final run July 17, 1953, from Montreal to Albany with the 11-car *Montreal Limited*. Later that year she was sold as scrap. All D&H steamers retired by dieselization were scrapped. Not one is on display.

3 *What is the compulsory retirement age for men in engine and train service?*

It varies on different roads and even on different divisions of the same road, depending upon region agreements made between management and labor unions. Take the Chesapeake & Ohio, for example. All Hocking Division engineers and firemen can work as long as they pass regular health tests. The same applies to Central and Eastern Region conductors. But all other men in C&O engine or train service must retire at ages ranging from 65 to 70.

We could name a few conductors in their early eighties who are still active on various roads. Although our old friend Bill Knapke, now 92, was retired years ago from the Southern Pacific, we believe he could qualify physically and mentally to run a train today if called upon to do so. Bill continues to write good fact-stories for *Railroad Magazine*. His "Work Trains" (Oct. '61) is drawing much favorable comment. Bill lives at 9-A North Lane, Orinda, Calif. He helps us now and then in answering readers' questions.

4 *Is there a book on the history of the Wisconsin Central Railroad?*

Yes, a collector's item, Railway & Locomotive Historical Society *Bulletin No. 3* by Roy L. Martin. Our office had

a copy but someone swiped it. Says Jim Scribbins, president of the Wisconsin Chapter of NHRS, "I've been trying for 15 years to get that *Bulletin* at a price I could afford to pay."

5 *I read in an English magazine that the British Railways now employ fewer than 30 horses. Does any railroad in North America still uses horses?*

No, according to a thorough search of ICC reports and other sources of information. Many years ago, some railroads in the United States and Canada used horses for such purposes as switching cars, pulling omnibuses, and hauling freight to and from stations. A few callboys rode horseback in making their rounds. A New York Central "cowboy" rode herd on slow freight trains that ran through the middle of 10th Avenue in New York City, warning traffic and pedestrians. Paul ("Milepost") Maguire, a retired section foreman of Pawhuska, Okla., recalls hearing his grandfather tell about a Missouri Pacific section boss who rode a horse to work daily while his men were pumping a handcar and did not dismount even to line the track. Who knows of other railroading horses?

6 *What is the largest steam locomotive in regular service today east of the Mississippi?*

The largest we know of is the Kentucky & Tennessee's No. 11, a 2-8-2 bought new from Alco in 1922. The Burlington uses an even larger one, the Baldwin-built 5632, but only on occasional fantrips. DM&IR has some 699, 700-pound 2-8-8-4's stored serviceable.

7 *Which railroads are currently using double-deck passenger cars?*

The Burlington, Rock Island, Southern Pacific, Chicago & North Western, NP, Santa Fe, B&O, Missouri Pacific, D&RGW, IC, Milwaukee, WP, and CPR—in addition to the Long Island, the first road to run 'em in commuter service. That makes 13 altogether.

The Wharton switch kept the main track continuous and clear of all obstructions.

8 *What was the Wharton switch?*

A device which permitted trains to take siding without interrupting the continuity of main-line rails. When your train was to enter or leave a siding, you raised a long lever which moved the rails over, lifting the wheels so high that their flanges would clear the treads of main-line rails. The switch-points between the two main-line rails afforded the necessary lateral movement.

The Wharton Improved Railroad Switch, as it was called, was patented in 1901 by William Wharton, Jr., manufacturer of special trackwork for steam railroads and streetcar lines. High initial cost of installation kept it from being adopted widely. The Vandalia (now PRR) used it for years. Bill Knapke recalls seeing it in operation long ago on the Chicago & Alton (now GM&O).

9 *How many tons of coal and gallons of water did the New York Central's Hudson type need to haul 12 Pullmans from Harmon to Albany?*

Such an engine used about 140 gallons of water to the mile and made about 13 miles on a ton of coal, under ordinary circumstances. Thus she required about 15,000 gallons of water and 8 tons of coal for the 110-mile trip you mention.

10 *Do you have the words of an old poem, "The Midnight Mail"?*

Yes, here they are, but we do not know the name of the author:

A headlight flashes through the night,
A shower of sparks shoots high;
A swish, a roar, a streak of light,
And then the train is by,
While faint and fainter comes the wail
Of whistle from the Midnight Mail.

Night after night, year after year,
In starlight, snow or rain,
I lay awake until I hear
The passing of this train.
And never have I known to fail
The whistle of the Midnight Mail.

I've journeyed far through foreign land,
On trains renowned for charm,
But none to me seemed quite so grand
As this one through our farm;
For every night I missed the tale
Of whistle from our Midnight Mail.

And so, content to live am I
Beside the right-of-way,
With one fond wish—that when I die
I want my bones to lay
Right here beneath the friendly hail
Of whistle from the Midnight Mail.

11 *History, please, of the Chicago & North Western engine* Pioneer.

The six-wheeled *Pioneer* was the 37th locomotive turned out by Matthias W. Baldwin at his little shop on Coffee House Alley near 4th Street, Philadelphia. She is now the oldest American-built locomotive than can run under her own power.

Baldwin built her in June, 1836, for the newly-opened Utica & Schenectady line that has since become part of the New York Central system. After using her for 12 years, U&S sold her for $3,742.98 to the Chicago & Galena Union, a predecessor of the Chicago & North Western. She was the C&GU's

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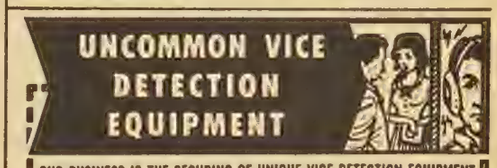

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first engine. Also the first iron horse to serve Chicago, beginning Oct. 24, 1848, on a ten-mile run to Maywood, Ill.

The *Pioneer* weighed ten tons, was 16′ ⅛″ high, and had but one pair of driving wheels, 54″ in diameter, and 10x18″ cylinders. She could make 25 mph. Retired in 1873, she went on exhibition at the Chicago World's Fair of 1893 and the St. Louis Exposition of 1904. For years she was displayed in Chicago, first at the Field Museum, then at the Rosenwald Museum of Science and Industry, and was operated under her own power at the Chicago Railroad Fair of 1948-'49.

Today, C&NW has the Pioneer in storage and wants to find her a permanent low-cost home. An exact replica is used at various community fetes.

12 *How did steam locomotive tenders keep from freezing up in winter?*

The locomotive's injectors supplied heat in very cold weather. They were adjusted so that a small amount of steam escaping from the boiler kept the tender water from freezing solid.

13 *Give us a brief history of the Devils Lake & Northern Railway.*

DL&N was called "The Farmers' Line" because North Dakota farmers built it. Some 23 miles were put in operation Sept. 15, 1902, between Devils Lake and Starkweather. A month later its builders were chartered as the Farmers' Grain & Shipping Co. The company then built 29.7 additional miles to Rock Lake.

In helping to finance the project, Great Northern acquired securities which it later sold to the Brandon, Devils Lake & Southern, a wholly-owned GN subsidiary. In 1905 the line was extended to Hansboro, its trackage being leased to and operated by the FG&S Co. In 1943 that company was sold at a foreclosure sale to GN, which has operated the line ever since.

14 *I understand that the Redstone Railroad has something to do with supersonic missiles. Tell me the details.*

This 85-mile line is operated by the U.S. Army Ordnance Missile Command for Redstone Arsenal at Huntsville, Ala. The Army took it over in 1942. It has 29 employees, 5 diesel locomotives, 62 freight cars, and a rail-motor.

15 (a) *What happened to the New York Central's 2933, a Mohawk type?* (b) *Are there any NYC steamers on display?*

(a) She is stored unserviceable, but in fairly good shape externally, at DeWitt, N.Y., near Syracuse, held for display but not visible to the public.

(b) Yes. A Central 2-8-0 is preserved at Rail City Museum, Stony Creek, N.Y. Like No. 2933, the speedy 999 (or what is left of the original after many rebuildings) is kept at DeWitt, and sometimes trotted out for show. The Central's 3001 (Alco, 1940) is on display at the Dallas, Texas, Fair Grounds but is renumbered 909, masquerading as a T&P engine to replace one destroyed by vandals.

Such disguises are not rare. In 1934 the Pennsy scrapped No. 7002, the Atlantic type for which it claimed a speed record of 127.1 mph (see Aug. '57 *Railroad Magazine*). Later it gave a similar engine the same number and passed her off on an unsuspecting public as "the world's fastest locomotive." More recently, the Illinois Central dressed up and renumbered a Ten-wheeler to simulate Casey Jones's last engine, which was scrapped in 1935. The psuedo-382 is on view today at the Casey Jones Museum in Jackson, Tenn. She was Black Mountain Ry. No. 1 but had previously run on other roads.

16 *What is "throttle fever"?*

It was the extreme enthusiasm of certain steam hoggers for their jobs. According to "Carload Andy" Ospring, who is inclined to trace all locomotive lore back to the old St. Louis, Vandalia & Terre Haute, on which he and his father worked in engine service, the term originated on either the Vandalia or Illinois Central. It was applied to glory-seekers like Casey Jones who were called on the carpet now and then for recklessness in making fast runs.

There's an old poem entitled "Fever of the Rail" which begins as follows:

They may talk of fevers, chills, and a thousand other ills
That go to make the doctors' human code,
But the worst I know of yet,
Makes a fellow fuss and fret,
Is the hopeless, restless fever of the road;
With the smoke and grease and dust
And the cinders, oil, and rust,
And a million funny, friendly railroad smells;
With the lights white, green, and red,
Runnin' through a fellow's head;
Once he's worked there, he won't work nowhere else.

17 *Isn't it logical to believe that rail mergers bring about more efficiency, better service, lower rates to shippers, and a stronger rail industry? Why, then, do the labor unions oppose mergers? Don't the men realize that their jobs and their future depend upon the strength of the roads they work for?*

My friend, your questions are loaded. It is true that mergers have built up America's great rail systems. What, for

example, would the Pennsy be today if there had never been any mergers? Little more than a shortline serving part of one state. Yes, mergers have strengthened the big systems and probably the industry as a whole. But have they led to better service and lower rates for shippers?

Rail management says yes. Denying this, the Railway Labor Executives' claims that past history shows just the opposite. "Once monopoly has been established in any industry, and the check of competition has been removed," according to RLEA, "service deteriorates and rates tend to be set as high as the traffic will bear."

Both sides admit that the mergers now being considered would, if granted, result in fewer railroad jobs. One reason why the brass collars and stockholders favor mergers is their natural desire to cut payrolls. Class 1 roads have dropped more than half a million employees since Jan. '51. But no figures show how much of this was due to mergers. Right now the roads are squabbling among themselves over which ones shall consolidate. Every merger proposal is a target for charges of unfair competition.

Tension is increased by the tightening net of excessive regulation plus rising taxes which Federal and local governments have thrown around the railroad industry. Unless this net is broken in the relatively near future, mergers will not save the industry from being nationalized. So the real answer to the problem is not mergers or opposition to mergers but is solid support for the "Magna Carta" demand by the Association of American Railroads for "Equal treatment by Government for all carriers, including the railroads."

Running Extra

Some time ago we printed a request from Garry Rostad, 16 Portland Ave., Winnipeg, Canada, for information on the late Jimmie Rogers, "Singing Brakeman." Garry says the response was generous beyond his expectation.

Says N. Kent Loudon, 10 Gum St., Buckhannon, W. Va.: "Does any other road code its train numbers like the Erie-Lackawanna MU electrics? Those electrics carry train numbers in rear windows of motor units. Before each run, a conductor or ticket collector changes the digits in the way that streetcar route numbers are altered, by turning knobs attached to rollers until the right number appears. Those numbers are coded by series as to the train's origin, destination, days of operation."

A reader inquired about the largest number of freight cars ever used in hauling a single object. "This number may well be 125," writes John Beach, 6731 Westwood St. SW, Massillon, Ohio. "That many cars were used for shipping parts of the *Mountaineer,* the world's biggest power shovel, over the Nickel Plate Road. This gigantic machine is as tall as a 16-story office building and weighs 5½-million pounds. Marion Shovel Co. built it for the Hanna Coal Co. strip-mining operation near Cadiz, Ohio. The 125 cars did not form a single train but were moved in groups as needed during the 7½ months required for erecting the shovel."

"Someone please explain why railroads like Norfolk & Western classify steam locomotives Y-6a, Y-6b, etc.," writes Miss Akihiro Nakamura, 2-569 Kamiochiai, Shinjiku-ku, Tokyo, Japan. "How tell difference between subclasses? N&W most interesting but I want other steam photos in North America, especially Mallet."

If you answer this 16-year-old Japanese girl, remember that her knowledge of our language is limited. She studies English at school but you should write very plainly or typewrite. Express yourself in a way she can understand.

Where is Earl Bright? In 1946 he worked for B&O and Burlington at Chicago and in '47 for Pacific Fruit Express at San Francisco. Last heard from in '55, ill at Karn General Hospital, Bakersfield, Calif. He is 49, weighs about 130, is 5'11". Contact his father Zack T. Bright, 4726 Bail Camp Pike, Knoxville 21, Tenn.

The question was raised, "How far can a steam locomotive whistle be heard on a boiler with 200 pounds pressure?" This reply comes from T.P. Taylor, Gabriola, B.C., Canada:

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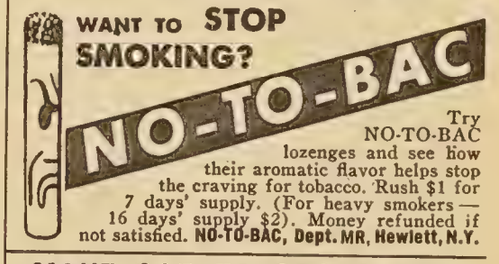
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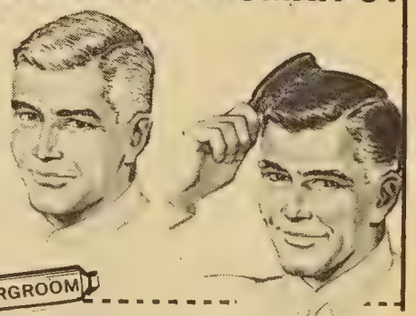

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sions I could not have heard the same whistle if the train had been in town and I were on the street next to the railroad track. In my days of engine service, most whistles were of a one-tone type and did not carry far. Less boiler pressure, 140 to 175 pounds per square inch, was the vogue."

Wanted by Robert A. Lehn, 2800 Garaldine Dr., Cincinnati 39, Ohio, information and pix on local roads that once served the Cincinnati area. He aims to build a model layout.

"Those miniature flatcars that Cecil Johnston of Toronto, Canada, mentioned in October *Running Extra* must have been the same sort I saw in Los Angeles many years ago," recalls Bill Knapke. "It was a stock-selling scheme and they had two tracks, side by side, with a curve toward the far end. On the tracks were two flats, one with solid axles, the other having the axles divided in the center. To prove how much easier the divided axles would run, the salesman would shove both flats simultaneously. When they hit the curve, the divided-axle car would shoot ahead, showing it had less friction on curves."

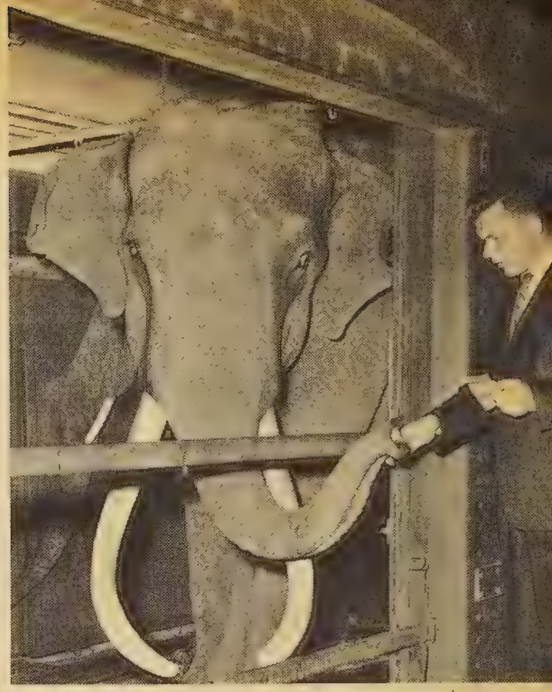
These additions to our recent list of American-made railroad feature films come from Henderson A. Stern, 89 Tedesco St., Marblehead, Mass.: *The Phantom Express, Western Pacific Agent, Casey Jones, The Hurricane Express, and Train to Tombstone.*

Mr. Stern asks where he can buy train movie features and photos, slides, or movies of the old Boston, Revere Beach & Lynn narrow-gage line.

Where is Lola May Walters? She was married in 1929 to Roy Townsend, a railroader, and lived with him a few years at Fairbury, Neb., when they separated. Contact her mother, Mrs. K. Walters, 1230 N.W. 21st Ave., Portland 9, Oregon.

Answering a reader's question, L. A. Johnson, 7425 South Shore Drive, Chicago, writes: "Much of the history of the Lima & Defiance RR. is legendary. Mrs. Wilson Jones is writing a book about it. The L&D was born in the social desires of a banker's wife. At that time the Nickel Plate Road was being built. One of the NKP officials lived in Lima, Ohio. His wife, being a railroad woman, ranked higher socially than the banker's wife. To overcome this handicap, the latter persuaded her husband to build a railroad so that she could be a railroad president's wife.

"So the banker projected the Columbus & Lake Michigan RR., which was to tap the coal fields around Columbus and transport coal to Lake Michigan, avoiding the busy Chicago terminals.



Long tusks! One of the 39 elephants shipped recently over Atlantic Coast Line out of Jacksonville, Florida, shown with Ray Paschall, the road's assistant passenger traffic manager. Ringling Bros. got 30, and the others went to Canton, O., wild animal farm. A widely-published false report that nine were stranded and not wanted led to ACL being deluged with about 100 offers from zoos, circuses, etc., all over America to purchase the nine big fellows.
"The Florida Times-Union" photo

"Years later, a railroad was built, but never got to Defiance. In order to get there, the builders would had to make a gradual fill, curving into Defiance over a river bridge with four steel-and-concrete piers. Those piers may still be standing; I don't know. The fill and grade was to have been about two miles. Had they been made, the L&D would have connected with the Wabash at Defiance and might still be operating.

"The L&D was a steam road until acquired and electrified by the Ohio Electric Railways in about 1915, but the Ohio Electric ran into trouble almost before it got going. After a receivership, I became president of the L&D and converted it to steam. I had to fight the B&O, which wanted its Lima yards, and a power company, which coveted the right-of-way for a high line. My bankers failed me, and the L&D was junked. Too bad! I consider it a crime to scrap railroads." ●

A REVIEW OF RAILROAD OPERATIONS IN 1960, by J. Elmer Monroe, 52 pages, paperbound, illustrated with charts, free on request to Public Relations Dept., Association of American Railroads, Transportation Bldg., Washington 6, D.C.

Readers interested in railroad economics will enjoy this authoritative booklet by the director of the AAR's Bureau of Railway Economics. ●

THE SWITCH LIST

ALTHOUGH *Trains* magazine has raised its rate to 15 cents a word for comparable service, we are still printing all insertions in *The Switch List* and *Model Trading Post* free of charge. Entries are run in good faith but without guarantee. Keep yours within 28 words, including name and address. Use our common abbreviations such at *tts.* (timetables), *emp. tts.* (employees timetables), and SAS (send 4¢ stamped envelope for list or details).

Every entry we get appears in the next available issue; but we work far ahead, so don't be disappointed if yours is not printed immediately. Be sure to state (1) sizes of pix, (2) whether steam, diesel, or what else, and (3) whether or not a list is available.

Write each item plainly (or pen-print or typewrite it) on a separate sheet of paper—not buried in a letter dealing with other matters. We discard items which are hard to read. If you want pen pals, state your special interests so they will know what to write about. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N.Y.

JOHN AARDEMA, 223 Slater St., Paterson, N.J., wants pix, pref. p.c. size: VGN rblt. 800, 610; rr.-owned Hudson River ferries, Interstate RR. 2-8-0's 13, 14, 24-28. (SAS)

JOHN AMBROSIA, 138 E. Mahanoy Ave., Mahanoy City, Pa., will sell switch lock, 27 rulebooks, 140 emp. tts., 7 LV tr. orders dated 1907. (SAS)

WAYNE ARENS, 2916 Harrow Dr., Billings, Mont., will sell "Treasury of Railroad Folklore," $3.50.

JOHN BARTH, Jr., 54 Popular St., Closter, N.J., sells 3½x3½ pix diesel, elec., and rolling stock of NY City area. (SAS)

ROBT. BARTHOLOMEW, 112 E. Montezuma Ave., Cortez, Colo., will pay $1 or more for large copy of C.D. Poage cartoon, "The Old Depot."

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md., wants b&w pix Unicel unit load boxcars.

DAVE BOWER, 9 council Trail Indian Field, Wilmington, Dela., sells railroad books.

MIKE BAYAR, 74 St. Marks Pl., New York, N.Y., wants rr. pix steam, diesel, elec., depots, any size. Wants pen pals; is age 20.

BOB BRENDEL, R.D. 1, Box 265, Pound Ridge, N.Y., wants info., pix, etc. of Waynesburg & Wash., early P&R steam.

W. BROSCHART, 86 Fairview Ave., Bogata, N.J., sells negs., color slides, tts., guides, trolleys and rrs. No list.

ED BURGER, 5442 Cannas Dr., Cincinnati, O., wants any size pix and negs, of NYC steam.

WINDFIELD BURKE, Rte. 5, Box 61, Chillicothe, O., buys 8mm steam movies, b&w or color.

LENNY BUSCH, 170 Jones Ave., New Brunswick, N. J. buys 3x5, 5x7 pix PRR, CNJ, from lists or on approval.

PAUL CABLECK, 2549 California Ave., Dayton, O., buys, trades any size steam negs., esp. GTW, PRR, NYC, N&W, B&O, C&O, SOU, NKP. (SAS)

J. CARRICK, Otranto Pl., Sandycove, Ireland, sells Irish rr. emp. ffs., tts., p.c. pix of steam locos, trains, stations. Wants rr. subject picture postcards. List 15¢.

L. J. CIAPPONI, 1514 98th Ave., Oakland, Calif., has orig. size 616 steam negs. Tehauntepec Nat. Ry. No. 107, Kitson-blt. Forney, Coah. & Zacat., NdeM, n.g. sugar plant. locos. Will swap only for steam negs. of other Mex. rds. or any shortline.

DON CLARK, 140 E. Kelly St., Augusta, Kan., sells Jeffry doubleheaded spikes $3 ea.; RGS, DSS&P, D&RGW, SP spikes $1 ea., RGS tickets 50¢ ea., all postpaid. (SAS)

EARL CLARK, 825 Taft Rd., Cincinnati, O., trades foreign, domestic trolley slides. Will sell Directory of World Trolleys, $2. Makes free slides from color trolley postcards.

RAFAEL CODOL, 34 M. Cuiner, Igualada, Spain, sells European rr. books, movies, slides records. Free list in English.

SAM COLE, 1110 17th St. S., Birmingham, Ala., wants May '45 Railroad Magazine, size 620 pix WRA, A&WP, CofG, AB&C; also cash fare receipts, tts., emp. tts. of these rrs.

KEN COOMBS, Milford, Pa., will sell NYO&W 5/53 tt. incl. pocket edition. Wants NYO&W tts., emp. tts.

F. J. CORRIGAN, Supt. Dining Car Dept., D&RGW, Box 5482, Denver 17, Colo., sells colorful souvenir playing cards such as are obtainable on Calif. Zephyr, single deck $1.24, double deck $2.48. Each deck has diff. view of Calif. Zephyr.

LARRY COYLE, 4035 Casgrain Dr., Windsor, Ont., Canada, wants railfanette pen pal in mid-teens interested in US or Canadian rrs., esp. steam.

PAUL CREASY, 105 E. Mahanoy Ave., Mahanoy City, Pa., wants any size negs., pix, slides, p.c.'s on approval B&O, PRR, C&O, RDG, NYC, N&W, CNJ, SOU, D&H, UP, SP, WP, GN, NP.

OWEN DAVIES, 1214 LaSalle St., Chicago, Ill., buys, sells old issues Railroad Magazine, model mags., books, other railroadiana; list free.

P. G. DEGNAN, 27 Starbird St., Lowell, Mass., wants any size pix BC&M, C&M, B&FN, New Hamp. logging roads.

MARCEL DESCHAMBAULT, Box 453, Bourlamaque, Que., Canada, wants brief history of L&NE.

JIM DONALD, 314 Helen St., Linden, N. J., takes 8mm movies of PSCT. (SAS)

ED DOUGHERTY, 221 E. Elm St., Hazleton, Pa., sells LV pix taken in early 1900's. Buys LV pix.

ART DRAKE, Ft. Camp, University of British Columbia, Vancouver, B.C., Canada, wants CNR loco roster '22-'28.

R. DUNN, 409 Westminster Ave., Elizabeth, N.J., buys any size CNJ depot pix Red Bank, Winslow Jct., Barnegat, Sea Bright lines. Write first.

R. J. DUNNIGAN, 1141 Huffman Ave., Dayton, O., sells emp. tts., 20 rrs., some as old 18 yrs.

LARRY EASTWOOD, Box 182, Bryn Athyn, Pa., wants RDG, PRSL tts., mags., other items prior to 1957; no pix.

WALT EVANS, 3413 Indiana, Topeka, Kan., sells many size pix Mexican, Canadian, US steam, diesel, depots. (SAS)

BOB EWALD, 6 Orlando St., Massapequa, N.Y., wants any size slides or negs. of circus trains.

DAN FINK, 1201 Clark St., Fayeteville, N.C., wants negs., 8mm movies, color or b&w, of RDG, CNJ, LV steam around Allentown, Pa., esp. roundhouse scenes.

GEORGE FISH, 47 Spangenburg Ave., East Stroudsburg, Pa., wants E. P. Alexander's "Pictorial History of PRR."

J. A. FISHER, 3033 Elm Lane, Racine, Wis., will sell Railroad Magazine, 1946-'54, not all issue, cheap because of cond. Send for details.

FRED FOX, 333 Enxing Ave., West Carrollton, O., sells back issue of Railroad Magazine, Trains, Ry. Age, '50-date; Mdl. RRer, '37-date. (SAS)

JACK GARCIA, 1227 N. Formosa Ave., Los Angeles, Calif., sells 3x5 pix Travel Town and Perris Museum.

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CARL GAY, 460 Linden Ave., Winnipeg, Man., Canada, sells steam pix Canada, US, p.c., 6x8, 8x10 sizes.

JOHN GBUR, 245 W. Plumstead Ave., Lansdowne, Pa., buys 8mm color movies, 35mm slides DL&W steam. Also buys passenger pix on Utica Div., DL&W.

DAVE GEATHART, 115 NE 6th Ave., Galva, Ill., will trade CB&Q rulebook for AT&SF rule book.

FRANKLIN GNAU, 1477 Ellicott Rd., Orchard Pk., N.Y., wants western NY Pennsy, tt.

NEAL GRIDGEMAN, 841 Chapman Blvd., Ottawa, Ont., Canada, will sell 6 handbooks from CNR steam loco workshop. List.

S. GRIGG, Greensville P.O. Ont., Canada, will sell '50 Loco Cyclopedia, new cond.

HARVEY HANSEN, 439 14th St., Santa Monica, Calif., sells orig. 8mm movies, 35mm Kodachrome slides Utah, Wyo., Colo. steam, elec. locos in June '61. (SAS)

BOB HARDING, 40 Beach St., Marblehead, Mass., will sell diesel, elec. loco instruction bks., rr. subjects on old stereo cards, 5x7 glass negs.

GRAHAME HARDY, Box 622 Carson City, Nev., buys, sells railroadiana, incl. new and second-hand books, magazines, annual reports. List free.

FRANK HARMER, 4708 N. 38th St., Omaha, Neb., wants copies of UP publication "Our Family Bull.," also sizes 116 to 8x10 pix UP Omaha shops.

TOM HARPER, 6066 Reinhart St., Philadelphia, Pa., sells orig. color slides, 8mm movies B&O, RDG, PRR, diesels, cars, yds., PTC. SAS)

WALT HARRIS, 1668 Brandon Ave., SW, Roanoke, Va., sells old issues Railroad Magazine, Trains, British and US model mags., books, miscellany. List free.

CRISS HARTZELL, 130 S. Prospect Ave., Clarendon Hills, Ill., sells pix negs., railroadiana. Wants patches, rr. pins, 2-8-8-2 negs., pix.

JOHN HECK, 510 St. Mary's Ave., Carey, O., sells 3½x5 or 5x7 steam pix, esp. NYC, NKP, Pennsy, B&O, N&W, CV, taken 1954-'57, some action. (SAS)

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill., will trade orig. 35mm color slides diesels, cabooses, interesting frt. cars of his area for those of yours.

JIM HEROLD, 294 Forest Dr., Union, N.J., wants color slides LV steam, NYO&W last runs, also NYO&W tts., emp. tts.

L. G. HILL, Box 161, Washington, D.C., buys rail motor car data, manuals, plans, instruction manuals, plans, etc.

NORMAN HOARE, c/o A. Morrell, 376 E. 21st St., Paterson, N.J., will sell Erie RR. mags. '31-'61 Railroad Magazine '49-'61; Trains, '49-'61; Modern Railroads '47-'61.

BILL HOFFMAN, Jr., 326 S. East Ave., Baltimore, Md., sells 35mm color slides PRR, B&O, etc. diesel, elecs. (SAS)

TEX HUDSON, 3106 Marlinda St., Baldwin Park, Calif., sells tts. and diesel pix. (What size, which roads?) List free.

HOWARD JOHNSTON, 442 Tate Ct., Plainfield, N.J., sells tts., emp. tts., rr. travel bklts., circa '04. (SAS) Wants rr. and trolley p.c.'s.

BOB JONES, 131 Kendall Way, Covina, Calif., buys, trades kerosene trainman's lanterns, globes, frames. Has extra set of markers.

W. H. B. Jones, Box 777, Galveston, Tex., sells sizes 616, p.c., 4x5, 5x8, 6x10 railroad and circus pix. Wide variety.

ALLEN JORGENSEN, 3818 New York Ave., Seaford, N.Y., wants to hear from readers familiar with Martin Box whistles used around turn of century.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y., buys and sells back issues Railroad Magazine, Trains, Mdl. RRer, RMC, Mdl. Bldr., HO Monthly, others. (SAS)

G. M. KIDDER, R.D. 1, Acton, Mass., will buy N&W Class J whistle, glass number plates, marker lamps, B&M, whistle, number plate, headlight, marker lamp, or bell.

DON KISSICK, 36 Thompson St., Princeton, Ill., wants pen pals who collect emp. tts., rulebooks. Also wants CNS&M, CSS&SB, IC emp. tts.

BRUCE KLEPPINGER, MU 1, USN, U.S. NAVSCOLMU, U.S. NAVSTA., Washington 25, D.C., wants any size pix LV steam, also circus trains.

H. M. KNIFFEN, Box 756, Poughquag, N.Y., sells p.c., 3½x5 pix locos, equip., many rrs. List 10¢.

JOHN KRAVE, 429 Ford Bldg., Detroit, Mich., sells steam negs. (what size, John?) on approval, US and Canadian roads. (SAS)

A. LA PRESTO, 365 West End Ave., New York N.Y., trades sizes 120, 116 steam negs., also H&M negs. for CRT wood L cars or Chicago area steam.

ELVIN P. LIQUE, 917 N. 3rd Ave., Wasau, Wis., wants 8mm color movies CB&Q SD24 diesels. Trades old issues Railroad Magazine, p.c. size steam pix.

R. R. MAGUIRE, 269 Albion St., Wakefield, Mass., will sell Railroad Magazine '58-'60 complete.

R. K. MASON, 545 State St., Holland, Mich., will sell '19 Loco Dict. & Cyclo., uncut. (SAS)

LARRY MCDONALD, 3411 Broadway, Kansas City, Missouri, buys tr. orders, unused tr. order pads, tts., emp. tts., tkts., forms, etc. of Colo. rrs., UP, WP, AT&SF.

MALCOLM MCKEAN, 916 Westview Dr., Springfield, Ill., buys any size pix, negs. Springfield Trans. Co. trolleys.

G. F. MILLER, 350 N. 103rd, Seattle, Wash., sells rr. p.c.'s, tts., negs. List SAS.

L. D. MOORE, Jr., 2102 Parker Ave., Portsmouth, Va., sells size 116 negs., pix steam locos, trolleys, tts., calendars, Railroad Magazine, Trains, RMC, Loco Cyclopedias. List 20¢.

C. MORSE, Crommessett Rd., Wareham, Mass., wants pix, slides of n.g. rrs., Smoky Mt. RR.

AL MUIR, 1418 High Ave. W., Oskaloosa, Iowa, trades info., 35mm pix CPR, Tallulah Falls. Wants doodlebug pix.

TOM MULLAHEY, 933 E. Centre St., Mahanoy City, Pa., sells switch keys of CSS&SB, BC, ESL, many more; rulebooks. Also 150 emp. tts., many rare, $40.

AKIHIRO NAKAMURA, 2-569 Kamiochiai, Shinjiku-ku, Tokyo, Japan, wants 5x7 pix C&O 2-6-6-6, 2-8-4, PRR 4-4-4-4, 4-4-6-4, UP 4-6-6-4, 4-8-8-4, 4-8-4.

Miss SHINOBU NAKAMURA (age 16), 2-569 Kimiochiai, Shinjiku-ku, Tokyo, Japan, trades steam, diesel, elec. negs., 5x7, 8x10.

DAVE NESTLE, 81 Hill St., Greenwich, N.Y., sells back issues Railroad Magazine, railroadiana. List 8¢ stamps.

DICK PALMER, 1716 Valley Dr., Syracuse, N.Y., will sell Grasse River RR tkts., tts. or trades for pix, data of same rr.

AL PATERSON, 51 Maplehurst Ave., Oakville, Ont., Canada, sells 8x10, 5x7 action, still pix CNR, CPR. NAR. List 25¢.

DANA PIKE, 9 Boynton St., Swampscott, Mass., will sell seven back issues of Railroad Magazine '10, '11, '14, '17, '31, without covers. (SAS)

HAROLD PINSKER, 1755 Story Ave., Bronx, N.Y., trades US, Canadian trolley and bus transfers.

ANTON PRONEK, Box 564, New Buffalo, Mich., will sell '44 Internat. Corres. School 24-vol. loco fireman and engineman course. Buys steam pix '80-'17.

E. REIDER, 5719 B. Park Ave., Philadelphia, Pa., wants pix, info. on PRR I-1 6333.

FELIX REIFSCHNEIDER, Box 88, Fairton, N.J., sells book "Interurban Limited." 48 pps., 75 pix, $1.25 ppd.

DAVE REPETSKY, 3430 Tyler N.E., Minneapolis, Minn., sells orig. slides Western Wis. traprock quarry Q-4-OT's.

TOM RICHARDS, 1167 Gresham Rd., Plainfield, N.J., wants to borrow and will return plans of any P&R Camelback exc. classes D-5f, 4-4-0; P-5c, 4-4-2; A-5a, 0-4-0.

JEFF ROBBINS, 1251 S. Point View St., Los Angeles, Calif., wants any size pix, negs., slides of geared, tank locos. Wants foreign pen pal.

JIM ROBINSON, 23 Blanchard Rd., Scituate, Mass., trades size 616 diesel negs. NYNH&H, B&M, NYC on approval. No list.

DEREK ROLES, 4853 Westhill Ave., Montreal, Que., Canada, wants pen pal about 12 years old interested in steam and diesel.

DON ROSS, 333 Margaret Dr., Creve Coeur, Ill., sells various size steam, diesel, elec., trolley pix, negs. No list. Wants to hear from those he owes letters.

A. A. SCHLIESKE, 6424 S. Komensky Ave., Chicago, Ill., sells railroadiana, Off. Guides, bks., tts., emp. tts., good cond. (SAS)

JOHN SCOTT, 3716 Rosebrook Court, Concord, Calif., sells bronze locomotive bells, good cond., complete with boiler-top mount; 12" diameter $110, FOB, 14" diameter $145, FOB.

J. E. SEFTON 6358 Yucca St., Los Angeles, Calif., sells, trades all size pix stream, Western trolleys. Sample with one list 20¢. Sample, both lists 25¢.

KARL SEIFERT, Box 284, Oil City, Pa., wants rr. Morse telegraph sounder in resonator.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn., sells B&A, B&M, MEC, PRR '15 tts. 30 page railroadiana list 25¢.

HARTLAND SMITH, 467 Park Ave., Birmingham, Mich., will sell 20-lb. assortment of Railroad Magazine back issues '43-'57. (SAS)

R. E. SMITH, Island Rte., Lock Haven, Pa., buys and sells old issues Railroad Magazine, Ry. Age, Trains, aviation mags. List, one dime.

ART SPELTZ, 505 Albert Lea St., Albert Lea, Minn., sells jumbo size circus and carnival pix, incl. some rr. shots.

DON STEFFEE (author of Annual Passenger-Train Speed Surveys in Trains mag.), 512 8th Ave., Brooklyn, N.Y., emp. tts. of most big US and Canadian rds., some shortlines, for sale or trade. (SAS)

PAUL THOMPSON, 229 N. Summit Ave., Prescott, Ariz., buys, sells, trades railroadiana. Send your list for mine.

VINNIE DELLA TORRE, 75 Robinson St., Teaneck, N.J., wants trolley tokens, pix PSNJ, Hudson River Line.

WM. TOYE, 7507 Zimmerman Ave., Delair, N.J., will sell Railroad Magazine '39-'54, Trains, MRC, Mdl. RRer, Toy Trains, size 116, p.c. steam negs. (SAS)

DICK TREGENNA, 3647 Randolph Rd., Cleveland, O., wants any size trolley pix NY&Q, Trenton Transit, WS&A, E. St. Louis, Ill. taken in '30's.

A. VON BLON, 1019 S. 8th St., Waco, Texas, sells rr. songs: Clear the Tracks, The Iron Horse, Rapid Transit Gallop.

D. VOYTANIC, 3419 W. 65 Pl., Chicago, Ill., wants rulebooks, switch keys of N&W, DM&IR, EJ&E, FEC, NKP, Key System.

DAVE WATTEZ, 112 Westview Ave., Paramus, N.J., wants any size pix NYS&W, steam, diesel, NYS&W literature.

E. A. WEBB, Box 42, Logansport, Ind., sells jumbo size steam pix C&O, PM, C&IM, CNR, GTW, etc. List, sample 25¢.

JOE WEBER, Ashland, Pa., trades tr. orders for switch keys; trades switch locks, trainmen's lanters.

ARTHUR WEILAND, 15016 Schuyler Ave., Cleveland, O., will trade or sell railroadiana library incl. Poor's "Denver South Pk. & Pacific," Crum's "RGS Story." (SAS)

A. D. WELLBORN, Box 2487, Ft. Worth, Tex., sells back issues Railroad Magazine, Mdl. RRer, Trains, etc.

CURT WIEBE, 2760 W. 5th St., Yuma, Ariz., sells size 120 pix SP, AT&SF, UP, PE locos, stations, etc. (SAS) Wants pen pals interested in rr. photos.

L. A. WHYTE, 126 Church Ave., Willowdale, Ont., Canada, sells size 120, 116 jumbo pix CNR, CPR. Samples, details 25¢.

MAX WILCOX, 429 West Ave., Elyria, O., sells pix Cleve. Southwestern Ry. List 10¢ and SAS.

W. WOELFER, 149 S. Eastland Dr., Lancaster, Pa., buys orig. color slides D&RW, C&S, SP n.g., esp. pre-'50, heavy elecs., GN and N&W articulateds.

RICKY WOODS, 178 Abbey St., Massapequa Park, N.Y., buys negs. of circus trains, any size.

M. WOLF, 101-53 114 St., Richmond Hill, N.Y., wants any size negs., pix RDG 2124.

LARRY YOUNG, 2563 Lakeview Dr., St. Albans, W. Va., buys, trades for 35mm color slides streamlined steam locos, early diesel streamliners.

STEVE ZAWACKI, 19366 Fenelon Ave., Detroit, Mich., sells 3 color steam p.c.'s B&M, CNR, N&W for 25¢ ppd.

WM. ZIKIAS, Jr., 87 Circle Dr., Greenwich, Conn., sells NYC conductor, trainman's metal hat badges.

Model Trading Post

PAUL CABLECK, 2549 California Ave., Dayton, O., will trade Inter. Milw. 2-6-2 and Mantua mike for Tenshodo 0-8-0 or Akane B&O mike. (SAS)

PAUL CREASY, 105 E. Mahanoy Ave., Mahanoy City, Pa., wants Hobbyline 2-8-4 HO kit.

FRANK FIELD, Jr., 1015 St. Charles Ave., Arbutus, Md., wants 15" gage rolling stock, trucks.

C. K. GIVEN, 2557 S. Parkview Dr., Norristown, Pa., will sell HO gage Hamo trolley, other HO gage trolleys, interurbans. (SAS)

W. A. GRIMM, 204 Gregory Ave., West Orange, N.J., will buy Buddy L. derrick, flatcar, Lionel std.-gage locos 6, 42, 1911, 1912, all mint cond.

CASE KOWAL, 2743 W. 55 St., Chicago, Ill., offers Athearn O gage scale frt. car kits and finished cars. (SAS)

JOHN KOWALSKI, 6615 S. Bell Ave., Chicago, Ill., will sell Ives Nos. 11, 20 clockwork locos. Encl. 4¢ stamp for reply. Sells '48 Model Builder.

R. K. MASON, 545 State St., Holland, Mich., will sell O-gage traction items. (SAS)

WM. MCDERMOTT, 8125 S. Kilpatrick Ave., Chicago, Ill., sells pre-war Lionel, AF O-gage, std.-gage trs., accessories, catalogs. (SAS)

L. D. MOORE, Jr., 2102 Parker Ave., Portsmouth, Va., buys wide-gage AF trains. Sells, trades trs., parts. List 8¢.

DON ROBBINS, 801 Circle Dr., Bellaire, Tex., wants Lionel 256 loco, 116 station. Buys, trades Mdl. Bldr., early toy tr. catalogs.

GEO. WILLIAMS, Box 823, Minot, N.D., Wants Lionel OO Hudson, Atlantic with whistle, Nason, Sampson pass. cars. •

Railfan Excursions

Oct. 7, 15, 22: Season's last Reading Iron Horse Rambles. See page 30.

Oct. 7: Doubleheaded steam round rip to Oz, Ky., on Ky. & Tenn. Ry.; lv. Chattanooga 8 a.m. Fare $9.50. Contact Paul Merriam, Tenn. Vall. Chapter NRHS, Box 44, Chattanooga, Tenn.

Oct. 7-8: Spl. NWP pass. train, San Rafael to Eureka, Calif., and return, sponsored by Calif.—Nev. RHS. Bus connects from San Francisco and Oakland to San Rafael trainside. Fare $19.50. Contact Art Lloyd, trip director, 974 Pleasant Hill Rd., Redwood City, Calif.

Oct. 8: Branford Elec. Ry. Asso. excursion via NYNH&H and frt.—only CV line from New Haven to Brattleboro. Lv. New Haven, Conn., about 9:45 a.m. Fare $11, incl. barbecue. Contact BERA, Box 457, Short Beach, Conn.

Oct. 8: NYC's West Shore line excursion to Utica, N.Y., sponsored by Capital District Railroad Club; lv. Albany 9 a.m. DST. Fare $7 (kids $3.50). Contact J. T. Dempster, 27 Cherry Lane, Scotia 2, N.Y.

Oct. 8: Autumn Rail tour to Strasburg, Pa., thru Penna. Dutch countryside sponsored by Metropolitan Phila. Ry. Asso., P.O. Box 7285, Philadelphia 1, Pa. Leave Reading Terminal 8:15 a.m. DST, pick up additional passengers at North Broad St. and at Norristown, Pa. Two-hour lunch stop at Ephrata. Then at Columbia, equipment will be switched to Pennsy for trip to Strasburg with steam motive power. Stop one hour to visit museum, freight equipment, and shops, then train will run to end of track at Strasburg. Picture stops and movie run. Return via Pennsy and Reading. Adults $9.85 (kids $4.95) if ordered by Oct. 3; somewhat higher if ordered later.

Oct. 14: Combined electric and steam excursion from Washington, D.C., to Strasburg, Pa. Special Pennsy electric train to Leaman Place, where change will be made to steam-powered Strasburg RR. train. Lv. Washington Union Station 8:10 a.m. DST. Snack-bar car and open-door baggage car included in Pennsy consist. Adults $10.75 (kids $6). Contact Trip Committee, NRHS, Washington Chapter, P.O. Box 487, Ben Franklin Station, Washington 4, D.C.

Oct. 14, 15: Steam-powered CB&Q specials out of St. Louis to Hannibal, Mo., on Saturday and then to Mexico, Mo., on Sunday, sponsored by Illini Railroad Club, P.O. Box 62, Champaign, Ill. Coaches, snack car, and gondola pulled by Mikado No. 4960 will leave Carr St. Station 9 a.m. DST. Adults $7.50.

Oct. 15: Steam trip with ex-GTW 4-6-2 No. 5620 over 4 diff. rrs.; lv. Dearborn Sta., Chicago, 9 a.m. DST; visit Hammond, Ind., interlocking tower. Contact Palos Hills Civic Association, 8811 W. 102nd St., Rte. 3, Palos Hills, Ill.

Oct. 21: Excursion from Portland, Ore., to Klickitat, Wash., via SP&S, incl. ride behind lumber rd. Shay. Contact Loren Long, secretary, Pac. NW Elec. Ry. Asso., Box 62, Tualatin, Ore.

Oct. 22: South Shore Line round trip to South Bend, Ind.; lv. Randolph St. suburban sta., Chicago, 9 a.m. DST. Fare $7 in advance, $7.50 on train (kids $4). Contact Richard Anderson, Cent. Elec. Railfans Asso., Box 503, Chicago 90, Ill.

Oct. 22: Illini Railroad Club sponsors excursion using CB&Q No. 5632 (4-8-4) leaving Chicago Union Station 9 a.m. DST, to Dubuque, Ia. Streamlined Zephyr-type train. Photo stops. Adults $12.

Oct. 21, 22: Iowa Ry. Historical Museum, Inc., sponsors round trips over "Route of the Trolleys," Southern Iowa Ry. Leave Centerville, Ia., 1 p.m. and 6:30 p.m. Sat., also 8 a.m. Sun., all CST. Adults, $2.50. For annual night trip on car 100, using oldstyle arc headlight and classification and marker lights, fare is $2 and time is 6:30 p.m. Sat. Bargain rates of $6 per person for all three trips or $4 per couple each trip. Ride ex-CGW combination caboose No. 202 pulled by SI Ry. freight motor, also ex-WCF&N interurban car 100, maybe also CA&E car. Contact Elmer R. Carr, secretary of the Museum, 524 Minneopa Ave., Ottumwa, Iowa.

Oct. 26 thru Nov. 12: Pacific Coast Chapter of R&LHS sponsors long tour over WP, C&S, T&P, B&O, and MP and including cruise on paddle-wheel steamboat Delta Queen between New Orleans and Cincinnati on Mississippi and Ohio rivers. Many stops, sightseeing, etc. Special sleepers will be coupled onto UP steam special Nov. 11 from Cheyenne to Ogden. Adult fares range from $425 to $715. Contact Arthur Lloyd, tour director, 974 Pleasant Hill Rd., Redwood City, Calif.

Oct. 28: Steam trip, probably with 2-8-0 No. 611, lv. Chessie (Traffic Circle), Ft. Eustis, 9 a.m. DST; bring lunch. Train limited to 200. No fare will be charged. Contact Ft. Eustis Chapter NRHS, Crafts Shop. Bldg. 650, Ft. Eustis, Va.

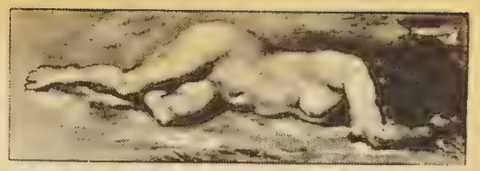
Oct. 28 or 29: Ride Sacramento Northern to Chico, Calif., and inspect Rio Vista museum site under sponsorship of Bay Area Electric RR. Asso. Contact Addison Laflin, 2119 Marin Ave., Berkeley 7, Calif.

Nov. 11: UP steam excursion with 4-8-4 No. 844 leaves Cheyenne, Wyo., 7 a.m. for Ogden, Utah. Adults, $22.50. This trip will tie in with long tour of Pac. Coast Chap. of R&LHS. Contact Arthur Lloyd.

Nov. 27 thru Dec. 17: Rail tour to Mexico sponsored by Civil Service Railfans and Finlay Fun-Time Tours, 11308 Burbank Blvd., North Hollywood, Calif. Special Santa Fe train leaves Los Angeles, then ride NdeM to Mexico City. Many exciting features, steam and electric. All-expense rates from L.A. start at $536.

Dec. 31: Annual New Year's Eve trip by Central Coast Ry. Club, P.O. Box 783, San Jose 6, Calif.

Early next year: 4-week tour of South Amer. railroads, Fare, incl. air and rail transportation, hotels, etc., about $1400 from New York. For info. send stamped addressed env. to Frank Fairbanks, 512 Glen Arden Drive, Pittsburgh 8, Pa. •



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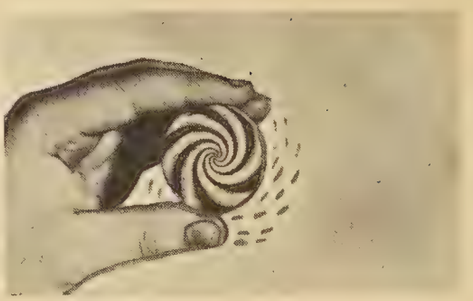

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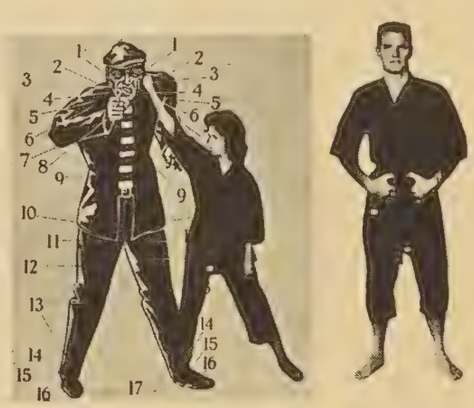

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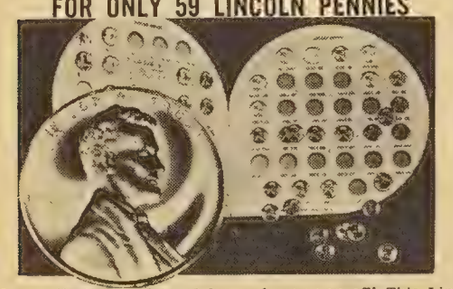

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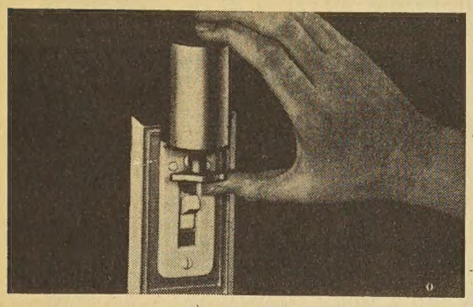

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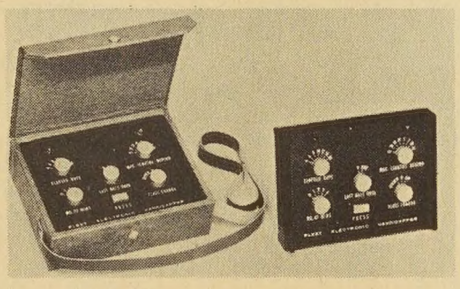

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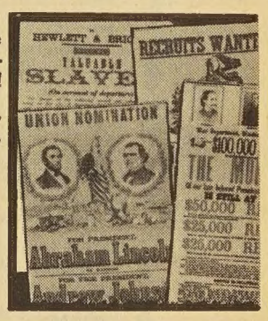

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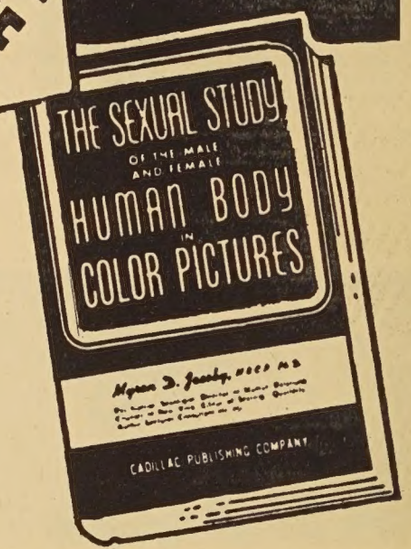

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STOP AND THINK for a minute about your present job and future. Are you making enough money? Are you happy in your work? Can you bank on a steady income — in good times or bad?

Now you can have the answer to these money and job worries, once and for all. Get in "on the ground floor" of a booming industry — servicing electrical appliances. The coming of the auto created a multi-million dollar service industry, the auto repair business. Now it's happening in the electrical appliance field. But with this important difference: anybody with a few simple tools can get started in it!

Why the Boom in Appliances Means Money in Your Pocket

In addition to the 400 MILLION appliances *already* in use, this year alone will see sales of 76 million *new* appliances! For example, 4,750,000 coffee makers, 2,000,000 room air conditioners, 1,425,000 clothes dryers. A nice income awaits the man who can service such appliances. That man can be *you!* Even if you don't know a volt from an ampere now, you can soon be making $3 to $5 an hour in your spare time.

The NRI training in Servicing Electrical Appliances tells you everything you need to know, right from the basic fundamentals about electricity. And your training will cost less than 20¢ a day.

Your Skill Always in Demand —"Set Up Shop" Anywhere

People need their appliances fixed in good times or bad. Once word gets around that you are trained to service them properly, you'll have plenty of work.

You need only the few basic tools that you may already have — and an Appliance Tester which we provide at no extra charge. You can work in a corner of your basement or garage. If you like, you can open up your own shop. And you can save money by fixing your own appliances. Mail coupon for Free Book telling how you can "cash in" on the big opportunities open.

EARN WHILE YOU LEARN with this APPLIANCE TESTER *Yours*—AT NO EXTRA CHARGE

Your NRI Course comes *complete* with all the parts to assemble a sturdy, portable Appliance Tester that helps you earn while you learn. Easy-to-follow manual tells how to assemble and use the Tester *right away*. Locate faulty cords, short circuits, poor connections, etc. in a jiffy; find defects in house wiring; measure electricity used by appliance; many other uses.

With this Tester you save time and make money by doing jobs quicker, making sure appliances operate correctly after repairs.

FREE BOOK and SAMPLE LESSON

Our 24-page Free Book tells about America's "Electrical Appliance Boom" — how we train you to "cash in" on it. Free Sample Lesson shows how simple our instruction is — how it can quickly prepare you for a profitable future. Mail coupon to: *National Radio Institute, Dept. R4M1, Washington 9, D. C.* (No obligation—and no salesman will call on you.)

Earns $510 In One Month's Spare Time

"In one month I took in approximately $648 of which $510 was clear. I work only part time. I do a lot of service calls on ranges, dryers, and other major appliances... The NRI course has been priceless to me." — *Earl Reid, RFD 1, Thompson, Ohio*

His Business a Success

"Since taking your course I have opened up a small repair shop. At present I am operating the shop on a spare time basis — but the way business is growing it will be a very short time before I will devote my full time to the shop." — *J. G. Stinson, 1506 Poinsettia St., Long Beach, Cal.*

More Than Doubled Cost of Course

"Had practically no knowledge of repair work. Now am busy almost all my spare time and day off, with more and more work coming in. Have my shop in basement. I have more than doubled amount training cost me." — *John D. Pettis, 172 N. Fulton, Bradley, Ill.*

NATIONAL RADIO INSTITUTE
Dept. R4M1, Washington 9, D. C.

Tell me how I can "cash in" on the "Electrical Appliance Boom." Send me your illustrated FREE BOOK that outlines the whole NRI Course, tells what opportunities are open to me, answers my questions, describes success of other students, and much more. Also send me the FREE SAMPLE LESSON, so I can see how clear and easy your instructions are. I am particularly interested in:

☐ Spare Time Earnings ☐ Business of My Own ☐ Better Job

I understand there is no obligation on my part: and no salesman will call on me.

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(PLEASE PRINT PLAINLY)

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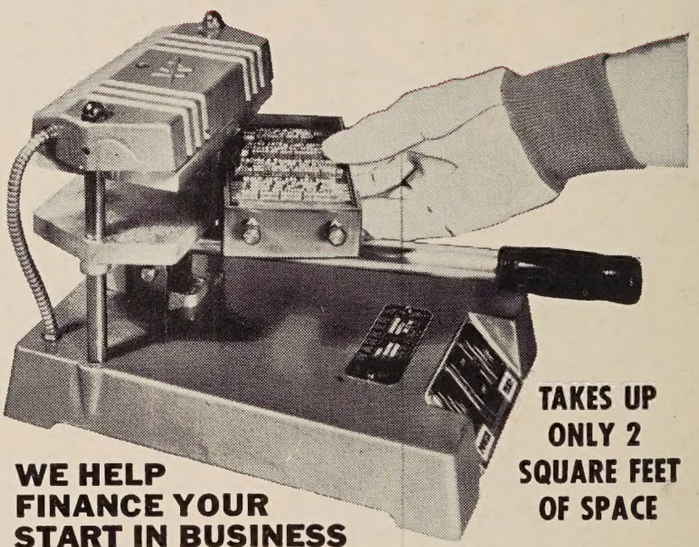
Accredited Member National Home Study Council

New Rubber Stamp Business Pays Beginners UP TO $9.20 an hr.

START AT HOME IN SPARE TIME WITH THIS LITTLE TABLE TOP MACHINE

The multi-million dollar Rubber Stamp Business—once controlled by a few big companies—is now being taken over by small home operators—one in each community throughout the U. S. Men and women who have this inexpensive machine can turn out huge quantities of Rubber Stamps with special wording that buyers once were forced to order from big cities. Material costing only 27¢ makes a stamp that sells for $1.80. The machine that does the work is simple and easy to operate and it turns out as many as six Rubber Stamps at a time each with different wording such as names, addresses, notices, stock numbers, prices and other "copy" needed by factories, offices and individuals. Working full capacity, it can earn as much as *$9.20 an hour for the operator!* Now you can get into the big-pay business yourself with your own home as headquarters. You don't need any experience. We supply everything, including complete instructions and eight ways to get business coming in fast. We even help finance you. Cash in on the profitable Rubber Stamp business. Start making up to $9.20 an hour from the very beginning.



TAKES UP ONLY 2 SQUARE FEET OF SPACE

WE HELP FINANCE YOUR START IN BUSINESS

●●● Read the complete and fascinating Rubber Stamp story in a big 110-page Book. The book is profusely illustrated with more than 100 pictures and photographs. *And you can read it for a full two weeks without risking a penny of your own money!*

NEW WARNER SUCCESS PLAN

Tells How to Build—Step by Step—to Big Profits and Personal Independence. ***Read This Plan for Two Weeks Entirely At My Risk!***

In this amazing Plan you will find exact and detailed instructions for starting a Home Business in spare time—without giving up your present job and without risking the loss of a single pay check. The Warner Plan shows you—with pictures, photographs and drawings—just how to make Rubber Stamps just as good as those turned out by the big companies. It shows how to get orders *without canvassing or house-to-house selling.* It shows you how to expand, how to get others to work for you and how to be SURE of at least twice the money you make on your present job for a life of personal independence.

RUBBER STAMP DIVISION
1512 Jarvis Ave., Dept. R-7-M, Chicago 26, Ill.

But don't make any decision now. Read the Plan first—entirely at my risk. Then—after you have made a careful investigation—after you have talked things over with your family—only then do you decide what you want to do.

ALL FACTS FREE

Get full details which I'll send you FREE no salesman will call to urge you to buy anything. Mail coupon now—or just send a postcard—and I'll see that complete information including plan for financial help goes out to you by return mail.

Here's what the new WARNER PLAN Tells You about Making Money

1. **HOW TO** have fun ***now*** and at the same time provide for a secure and prosperous ***future.***
2. **HOW TO** check the advantages of operating a Rubber Stamp Business in your own community.
3. **HOW TO** acquire a general knowledge of the business based on a brief history of the Rubber Stamp.
4. **HOW TO** visualize the scope of the Rubber Stamp market.
5. **HOW TO** make a Rubber Stamp (general outline).
6. **HOW TO** assess the value of Warner Equipment.
7. **HOW TO** get acquainted with the "Tools of your Trade."
8. **HOW TO** make a Rubber Stamp (Specific procedure).
9. **HOW TO** mount a vulcanized Rubber Stamp.
10. **HOW TO** make "Special" Rubber Stamps.
11. **HOW TO** cut plastic Matrix Board for the chase.
12. **HOW TO** get the right price for the Rubber stamps you make.
13. **HOW TO** price your complete Rubber Stamp Line.
14. **HOW TO** set up your workshop.
15. **HOW TO** get the most out of Warner's "Eight Tested Sources for Getting Business."
16. **HOW TO** get started on a cash outlay so small that *you can get back your entire investment inside of two weeks.*

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